

2024 Interregional Transportation Improvement Program (ITIP)



California Department of Transportation
DIVISION OF FINANCIAL PROGRAMMING | DECEMBER 15, 2023

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* Senate Bill 486 (DeSaulnier, 2014) requires that the 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 2024 ITIP, the Commission held the south hearing on November 1, 2023. The north hearing was held on November 8, 2023. Formal public comments were received at the hearings and by email at OCIP@dot.ca.gov until close of business on November 28, 2023. Summaries of comments received, and Caltrans' responses, are included in 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) 2024 STIP Guidelines. The 2024 ITIP covers Fiscal Years (FY) 2024-25 through 2028-29.

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 December 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 2024 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 assessing the interregional transportation system and 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 addressed through district corridor planning efforts. Caltrans approved the 2021 ITSP on October 1, 2021.

Additionally, the 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 2024 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.

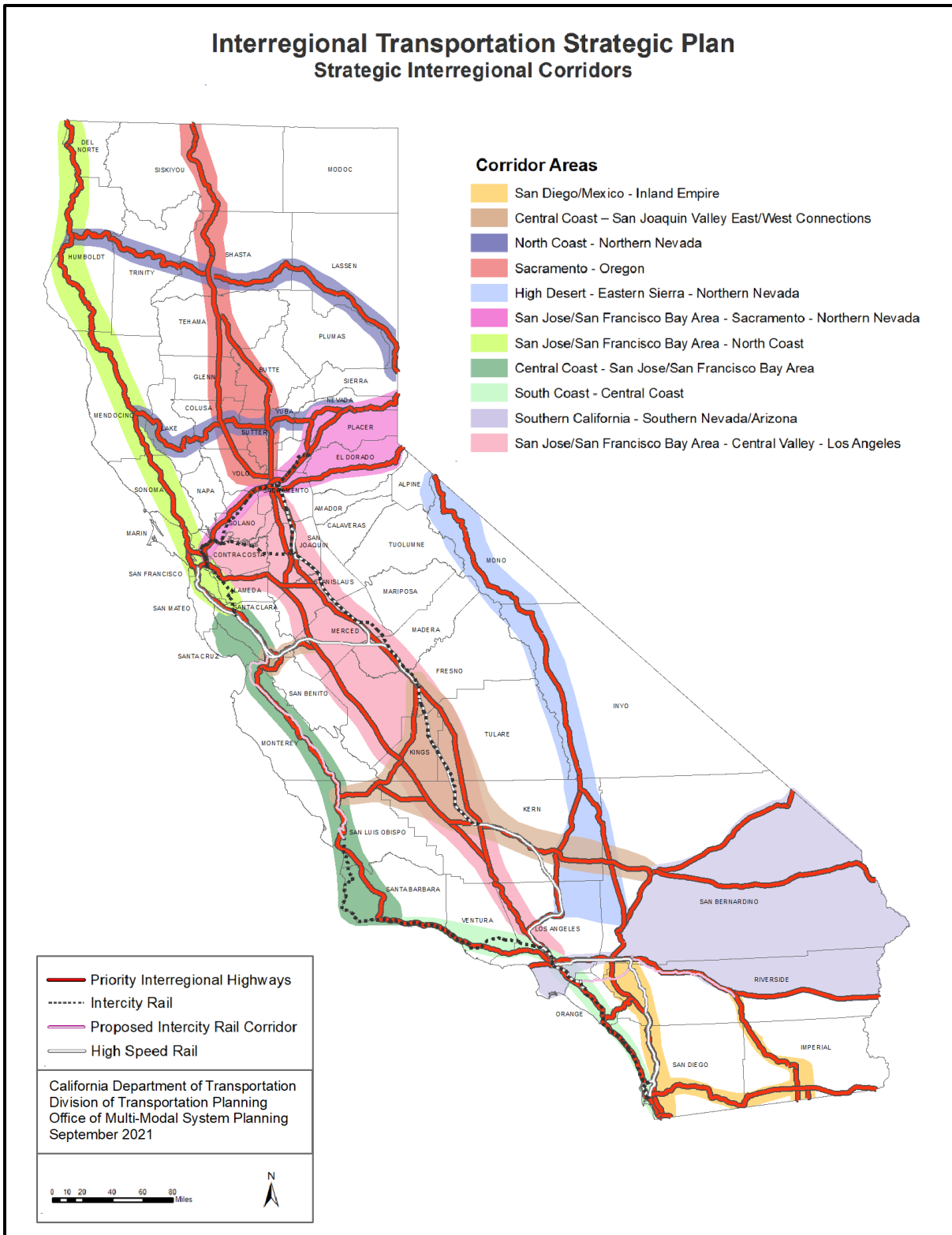


Figure 1: Strategic Interregional Corridors

ITIP Evaluation Criteria

The 2021 ITSP defines the evaluation 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 evaluation criteria is to evaluate projects based on how they meet the interregional objectives and policies outlined in the ITSP.

The following 15 evaluation 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 2024 STIP Fund Estimate

On August 16, 2023, the Commission adopted the 2024 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 2024 STIP FE established funding levels for STIP and the State Highway Operation and Protection Program (SHOPP) covering FYs 2024-25 through FYs 2028-29. The 2024 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 2024 STIP FE identifies net new capacity in the last two years of the STIP, FY 2027-28 and FY 2028-29, along with adjustments to available capacity in earlier years. Programming in the 2024 STIP will be constrained by fiscal year, with most of the new programming available in FY 2027-28 and FY 2028-2029.

The 2024 STIP FE includes \$2.9 billion in programming capacity for STIP projects over the 2024 STIP FE period, of which \$1.2 billion was programmed in the 2022 STIP and nearly \$1.7 billion is the new capacity available for cost increases on carryover projects or for new STIP projects. This provides approximately \$312 million of new capacity for the 2024 ITIP.

2024 ITIP PROPOSAL

Both the 2021 ITSP and proposed 2024 ITIP continue our commitment to working with regional partners. 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 2024 STIP FE includes a total of \$2.9 billion in programming capacity for STIP projects over the five-year STIP FE period of which \$1,674,010,000 is the new STIP capacity (75 percent for RTIP and 25 percent for ITIP) projects. This amount is after STIP capacity was reduced by approximately \$190 million over the FE period due to Senate Bill 102 which appropriated PTA funding to the newly created Zero-Emission Transit Capital Program. This translates to an approximate total of \$418,502,000 of new capacity for ITIP. This new capacity is reduced to \$312,076,000 after accounting for the borrowed future shares of \$106,426,000 in the 2022 cycle.

When considering projects for the 2024 ITIP, the following factors are used to prioritize projects for funding:

- Project cost and/or ITIP funding request amount (due to limited 2024 ITIP funding capacity)
- Currently programmed ITIP projects that need funding to complete remaining phases
- 2021 ITSP Evaluation Criteria for new ITIP Projects
- Prioritizing new projects consistent with the 2021 ITSP and the CAPTI framework
- Prioritizing projects that have a significant impact at the state level, including rail infrastructure and improvements to Highway 99, recognizing their vital role in regional and statewide transportation networks.

Twenty-one previously programmed projects from the 2022 ITIP are scheduled to carry forward to the 2024 ITIP, for a total funding amount of \$150,119,000 programmed in fiscal years 2024-25, 2025-26, and 2026-27 to be allocated along with the allocations for projects with time extensions with project funding from prior years. A total funding of \$311,444,000 for these projects as shown in the table below includes funding from years prior to this Fund Estimate period.

Carryover 2022 Projects with Carryover Funding Shown (\$'s x 1000)					
Co	Route or Rail Corridor	PPNO	Project	Total	2024 Total
LAK	29	3121	Lake 29 Expressway - Segment 2B	5,100	0
LAK	29	3122	Lake 29 Expressway - Segment 2A	5,100	0
NEV	49	4117	Rte 49, Corridor Improvement Project	3,000	0
SON		2376	SMART Pathway/Great Redwood Trail - Santa Rosa (Guerneville Road to Airport Boulevard)	6,097	6,097
SLO	46	0226L	SR 46 Expressway Conversion - Antelope Grade Segment	10,300	0
SLO	46	0226X	Cholame Mitigation Project	1,000	667
KER	14	8042B	Freeman Gulch Widening - Segment 2	1,481	0
FRE	41	6705	Excelsior Expressway	31,000	23,000
MAD	99	6297	South Madera 6 Lane	43,313	33,500
TUL	99	6369	Tulare City Widening	6,300	0
LA	Pacific Surfliner	9882	Link Union Station Phase A Component of the SCORE Program-Main Construction Contract	60,820	0
STA	San Joaquin	2191	San Joaquin Corridor 2nd Platforms at Modesto and Turlock-Denair	20,000	0
ORA	5	2833C	Interstate 5 (I-5) Managed Lanes	25,600	0
PLA	Capitol	9879	Sacramento to Roseville 3rd Mainline Track Phase 1	33,530	30,000
VAR		9885	Rail Reserve	7,500	7,500
VEN	Pacific Surfliner	9887	Leesdale Passing Siding Project	20,000	20,000
SJ	San Joaquin	9888	San Joaquin Street Station Layover Track	7,000	7,000
RIV	CVR	9891	Coachella Valley-San Geronio Pass Rail Corridor Service	10,000	10,000
SJ	San Joaquin	9892	Philips Siding Rehabilitation	6,509	6,509
SJ	San Joaquin	9893	Elk Grove to Philips Siding Rail Operational and Capacity Improvements	7,794	5,846
				311,444	150,119

2024 ITIP New Capacity and New Programming Details:

1. 2024 ITIP Total new capacity: \$312,076,000
2. 2024 ITIP Changes to currently programmed projects: \$134,961,000

(a) Programming cost increases and programming subsequent phase(s) of currently programmed projects:

Changes to Carryover 2022 Projects (\$'s x 1000)					
Co	Rte	PPNO	Project	Total	2024 Total
LAK	29	3121	Lake 29 Expressway - Segment 2B	43,541	43,541
NEV	49	4117	Rt 49, Corridor Improvement Project	2,000	2,000
SLO	46	0226M	SR 46 Expressway Conversion - Antelope Grade Segment 1	35,920	35,920
MAD	99	6297	South Madera 6 Lane	5,500	5,500
ORA	5	2833C	Interstate 5 (I-5) Managed Lanes	48,000	48,000
				134,961	134,961

(b) New projects: Program nine projects in the 2024 ITIP for a total of \$184,703,000.

New Projects in the 2024 ITIP (\$'s x 1000)					
Co	Rte	PPNO	Project	Total	2024 Total
SLO	Rail	2195	Central Coast Layover Facility	9,000	9,000
SAC	Rail	CP035U	Sacramento City College Station	4,603	4,603
Var	Rail	9890	Rail Reserve 2 - Madera High-Speed Rail Station and San Dieguito Bridge Replacement, Double Track and Special Events Platform (San Dieguito Phase 2)	142,000	142,000
ALA	80	2355	Bay Skyway Phase 1 - West Oakland Link	4,356	4,356
ALA	80	2351	Bay Skyway Phase 1 - Yerba Buena Island (YBI) Multi Use Path	4,944	4,944
SB	101	3214	Santa Claus Lane Railroad Crossing and Beach Access Improvements Phase 2	11,500	11,500
TUL	99	7072	Delano to Pixley 6-Lanes	4,000	4,000
MAD	99	7004	North Madera 6 Lane	4,300	4,300
				184,703	184,703

In summary, a total of \$319,664,000 is proposed for new programming to projects against the available 2024 ITIP Target Capacity of \$312,076,000. Per 2024 STIP Guidelines, the Department can propose project funding request above the Target Capacity of \$312,076,000 but below the maximum capacity of \$1,577,214,000.

2026 STIP Cycle Expectations

Even though there is a reduction in 2024 FE revenue, which is attributable to the PTA funding reduction, the available new 2024 ITIP funding capacity is higher than the capacity in the 2022 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 2026 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 2026 STIP cycle is expected to have normal levels of funding capacity which will allow the programming of new projects/phases in the next ITIP cycle.

Project Profiles

The 2024 FE provided \$312,076,000 in new programming capacity that allows Caltrans to program nine new projects in addition to addressing cost increases for 2022 ITIP projects and programming subsequent phases of five carryover projects. For the first time, over 55% of the new funds are going to rail and active transportation projects.

All projects that are being carried over and new projects 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 2024 ITIP provides a short discussion of currently funded ITIP projects found to be within the Strategic Interregional Corridors as outlined in the 2021 ITSP.

Table 1: 2024 ITIP Projects and Associated Strategic Interregional Corridor

Strategic Interregional Corridors	Route/Rail Corridor	Project Description	District	County
South Coast - Central Coast	Pac Surfliner	Central Coast Layover Facility	5	San Luis Obispo
	Pac Surfliner	Link Union Station	7	Los Angeles
	Pac Surfliner	Leesdale Passing Siding	7	Ventura
	Interstate 5	Interstate-5 Managed Lanes	12	Orange
Central Coast - San Jose / San Francisco Bay Area	101	Santa Claus Lane Railroad Crossing and Beach Access Improvements Phase 2	5	Santa Barbara
San Jose/San Francisco Bay Area - North Coast	SMART	SMART Pathway/Great Redwood Trail - Santa Rosa (Guerneville Road To Airport Boulevard)	4	Sonoma
San Jose/San Francisco Bay Area - Sacramento - Northern Nevada	Valley Rail	Sacramento City College Station	3	Sacramento
	I 80	Bay Skyway Phase 1 - West Oakland Link	4	San Francisco
	I 80	Bay Skyway Phase 1 - YBI Multi Use Path	4	San Francisco
	Capitol	Sacramento to Roseville Third Track Service Expansion Phase 1	3	Sacramento/Placer
San Jose/San Francisco Bay Area - Central Valley - Los Angeles	San Joaquin	Second Platforms (Modesto and Turlock-Denair)	10	Stanislaus
	San Joaquin	San Joaquin Street Station Layover Track	10	San Joaquin
	San Joaquin	Philips Siding Rehabilitation	3,10	Sacramento/San Joaquin
	San Joaquin	Elk Grove to Philips Siding Rail Operational and Capacity Improvements	3,10	Sacramento/San Joaquin
	SR 99	South Madera 6 Lane Widening	6	Madera
	SR 99	North Madera 6 lane Widening	6	Madera
High Desert - Eastern Sierras - Central Nevada	SR 14	Freeman Gulch Widening Segment 2	6	Kern
Southern California - Southern Nevada/Arizona	Coachella Valley Rail Corridor	Cochella Valley Rail	7,8	Various
Central Coast - Central Valley East/West Connectors	SR 41	Excelsior Expressway - 2 to 4 Lane	6	Fresno
	SR 99	Delano to Pixley 6 Lanes Widening	6	Tulare
	SR 99	Tulare City Widening	6	Tulare
	SR 46	SR 46 Improvements (Cholame Widening, Route 41/46 WYE, Antelope Grade)	5	San Luis Obispo
North Coast - Northern Nevada	SR 29	Segment 2A and 2B of the Lake 29 Expressway Project	1	Lake
	SR 49	SR 49 Corridor Improvements	3	Nevada

Figure 2: 2024 ITIP – Intercity Passenger Rail Projects and Associated Interregional Corridors

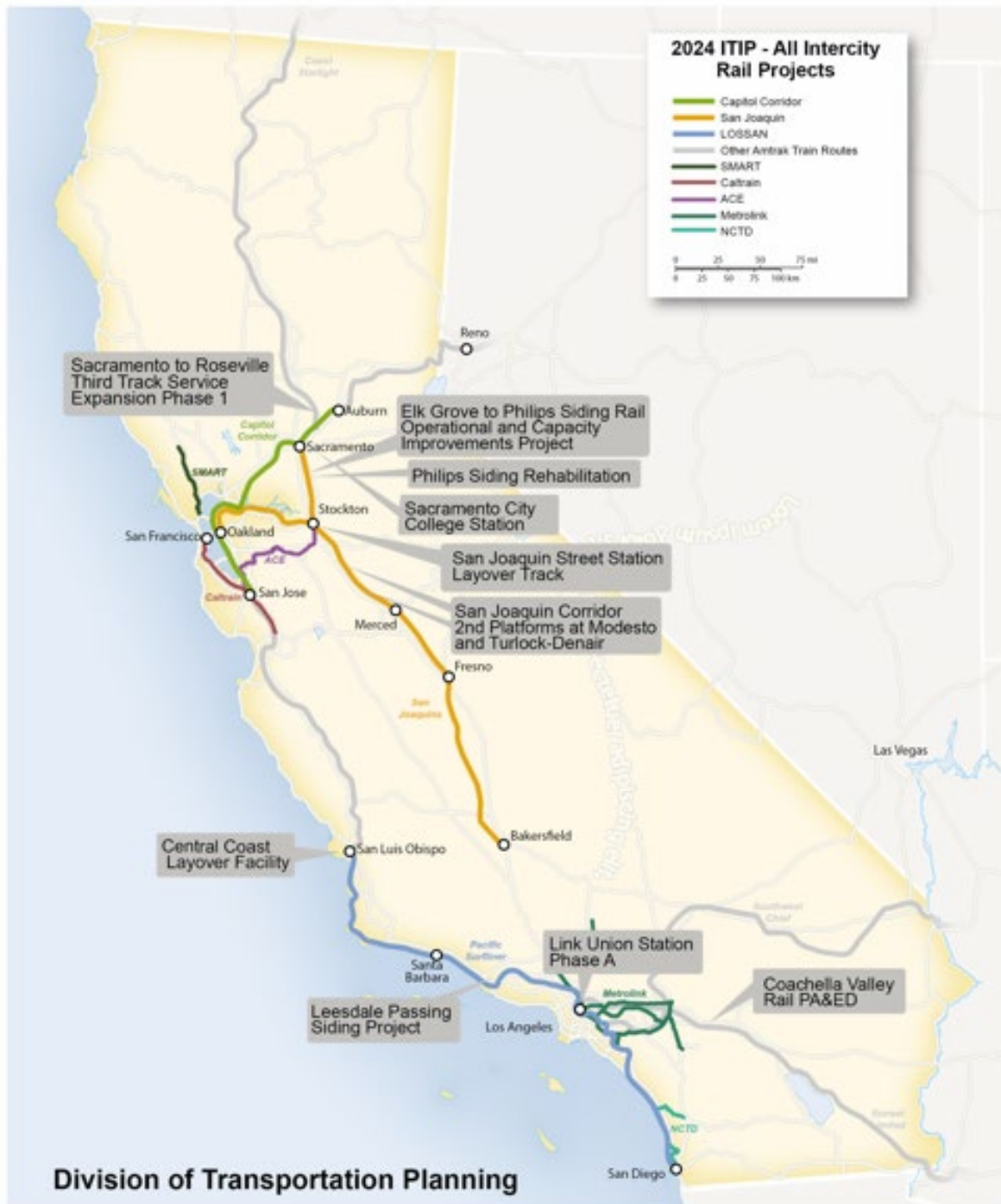
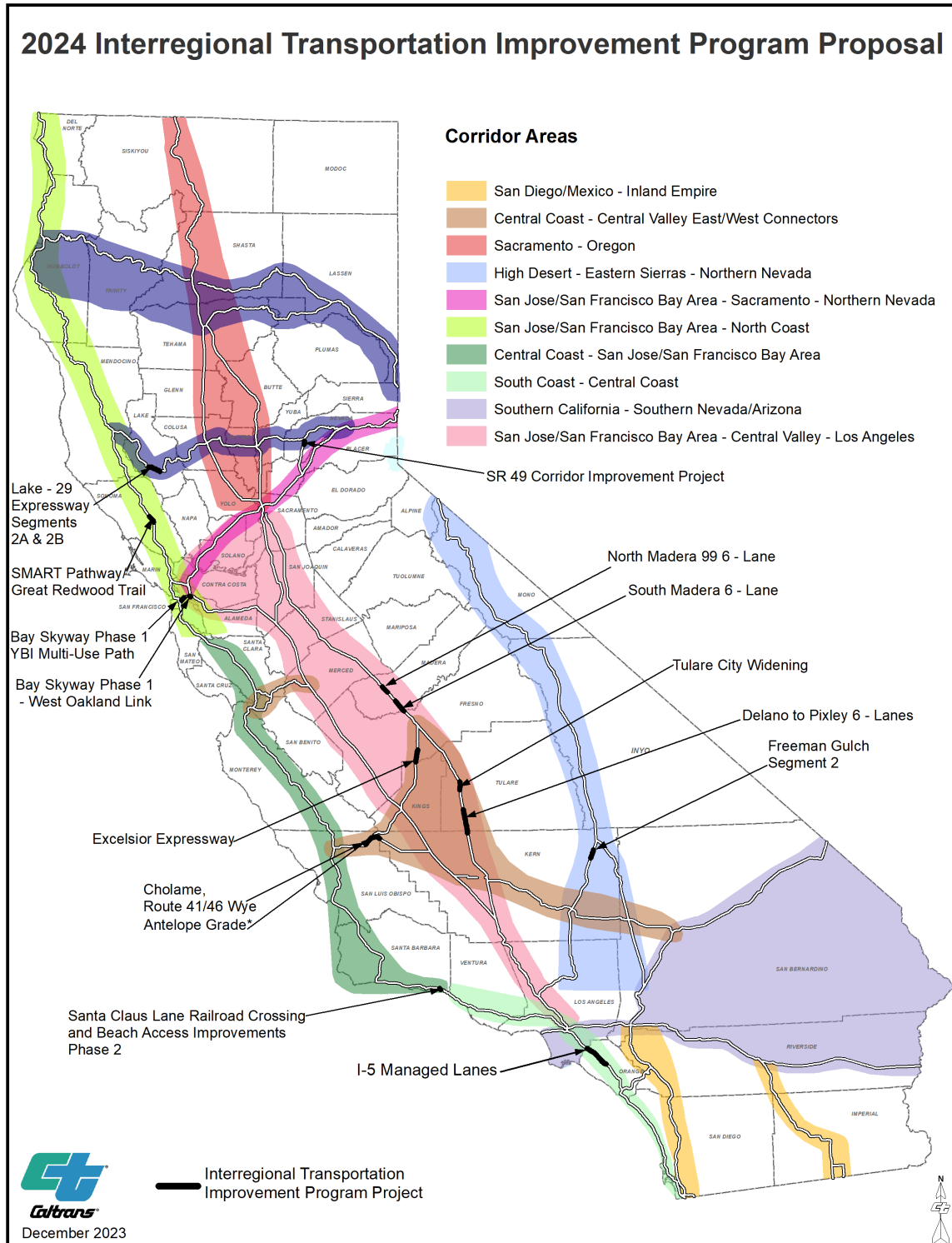


Figure 3: 2024 ITIP Highway, Active Transportation, and Associated Strategic Interregional Corridors



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.

LINK UNION STATION

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

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. This is a carryover project from the 2022 ITIP will provide funding for construction.

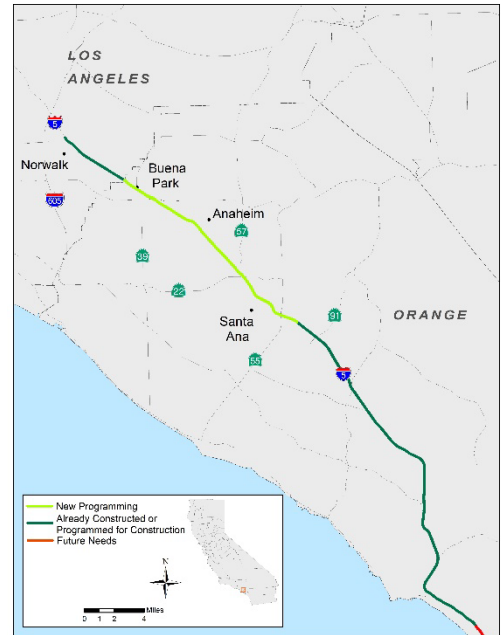
Growth in Central Coast population centers related to the region's proximity to the Los Angeles Metro area in the south has increased demand for products shipped via freight modes concurrently with an increase in demand for Central Coast products from outside of the region. Challenges for freight movement 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 30-minute 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 single-truck 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

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 3-passenger minimum, convert existing HOV lanes to Express Lanes, or convert existing HOV lanes to Express Lanes and add an Express Lane. This project is currently programmed in the ITIP for environmental phase. 2022 ITIP is providing funding for the design and right of way phases. It is anticipated the construction phase funding will be from the ITIP, State Highway Operation and Protection Program (SHOPP), and other state/federal grants.



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

SANTA CLAUS LANE RAILROAD CROSSING AND BEACH ACCESS IMPROVEMENTS PHASE 2



Phase 1 of the Project includes improvements on Santa Claus Lane to add a Class I bikeway, free coastal access parking, and landscaping. Phase 1 is fully funded and ready for construction in the Fall of 2023. The 2024 ITIP proposes funding for Phase 2 of the Project to build upon and connect with improvements built in Phase 1. Phase 2 improvements include the new pedestrian railroad crossing, beach access boardwalks for ADA access, bicycle parking and sidewalks to close gaps.

This project addresses goals of coastal trail connections providing safer and more accessible beach access, and encouragement of active transportation that are frequently stated for SCL and SB-

Carpinteria corridor public forums for Safer beach across the railroad – current informal crossing area has steep slopes, no defined path or safety features. This project provides accessible crossing for people with mobility needs and beach accessories. This improvement provides a new crossing will meet current CPUC, UPRR, and ADA requirements.

San Jose/San Francisco Bay Area – North Coast Corridor

SMART PATHWAY/GREAT REDWOOD TRAIL - SANTA ROSA (GUERNEVILLE ROAD TO AIRPORT BOULEVARD)

The project improves multi-modal transportation options and will provide safe non-motorized, lower emission travel options in its immediate vicinity, including improved connections to regional commercial and cultural centers and to the Active Transportation Program-funded non-motorized overcrossing of United States Highway 101, connecting to the Santa Rosa Junior College campus in northeast Santa Rosa.

The project is within a regional Metropolitan Transportation Commission/Santa Rosa Priority Development Area and a Regional Equity Priority Community. According to Bay Area Vision Zero data, within a rectangle covering the length of the project and approximately 0.5 mile on either side, there were 6 fatal and 55 serious injury accidents, with 37.7 percent of fatal or serious injury

accidents involving bicycles or pedestrians, over the past 10 years. The crash costs associated with all bicycle and pedestrian injuries and fatalities during that time is approximately \$64,800,000. Because the northern portion of the project is in unincorporated Sonoma County, only 65 percent of the project area surface streets, covered by the Bay Area Vision Zero, analysis have sidewalks.

This project is one piece of the SMART Pathway gap closure in northwest Santa Rosa that, once completed, will connect to either constructed or future planned construction SMART Pathway segments that are fully funded, resulting in 18 miles of continuous SMART Pathway between the Town of Windsor and the southern city limit of Rohnert Park. The project will provide safe, non-motorized first and last mile of connectivity to the North Bay's regional commuter rail system via the SMART Santa Rosa North rail station at Guerneville Road. The average passenger trip length on the SMART rail system is 23 miles and approximately 15 percent of SMART riders bring their bicycles onboard the trains.

The project benefits include increased non-motorized network connectivity, including connections to regional rail services to major regional and interregional destinations, reductions in vehicle miles traveled, and increased rail safety by creating a safe path of travel to discourage illegal and unsafe trespass on the freight and passenger railroad right of way.

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

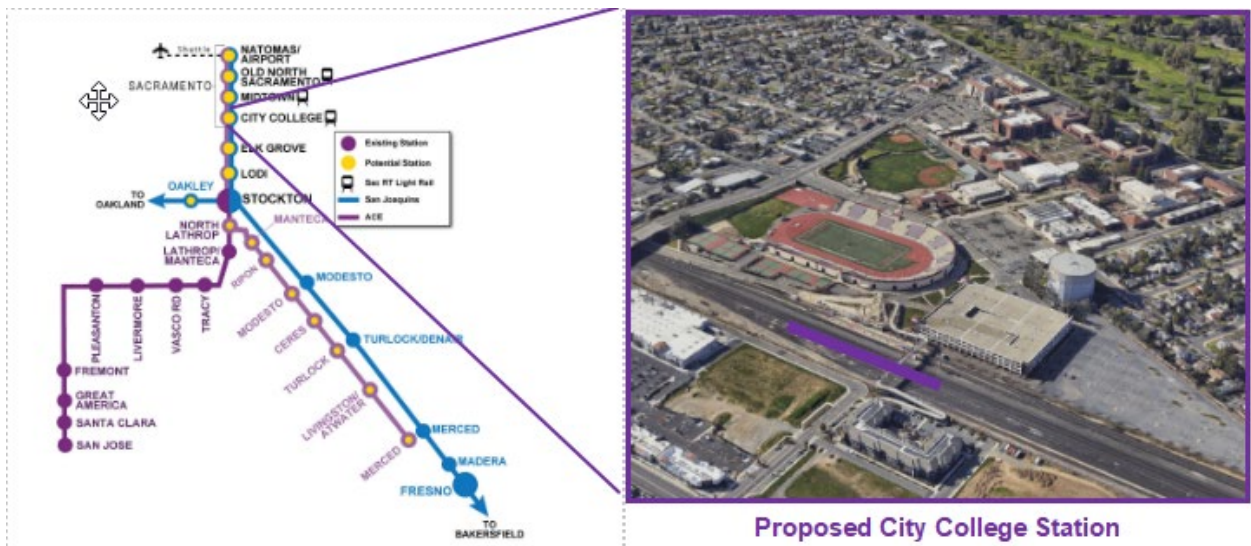
SACRAMENTO TO ROSEVILLE THIRD TRACK SERVICE EXPANSION PHASE 1

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 2024 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.

SACRAMENTO CITY COLLEGE STATION

The Sacramento City College Station project is located steps from Sacramento City College; the proposed station would be constructed adjacent to the existing SacRT City College light rail station north of Suttersville Road and would provide platform to platform transfers between SacRT and new passenger rail service to be implemented between Merced and Sacramento as part of the San Joaquin Regional Rail Commission's Valley Rail project. By improving existing infrastructure and expanding the capacity of the Sacramento City College Station, the project seeks to better serve the needs of the college community and the region's growing population all while supporting the City's General Plan policies that encourages and promotes the enhancement of passenger rail service to and through the Sacramento area.



BAY SKYWAY PHASE 1 - WEST OAKLAND LINK



The Bay Skyway Phase 1 – West Oakland Link project will create a walking, cycling, e-bike, and electric ferry connection while reducing congestion on the Bay Area's most congested corridor, the Bay Bridge. The Bay skyway Phase 1 comprises three components that each have independent utility and benefits to nearby communities but are all necessary to provide interregional benefits along the corridor with a seamless Transbay active transportation network serving as a bike highway, connecting housing to jobs for disadvantaged and low-income residents, and supporting climate change goals by reducing greenhouse gas emissions. Bay Skyway Phase 1 components are also

necessary to fully realize future benefits of the Bay Skyway Phase 2 with a path on the Bay Bridge West Span.

Reduce congestion in the Bay Area's most congested corridor will improve the safety of drivers and active transportation users throughout the corridor, improve access to economic opportunities for residents of disadvantaged communities on both sides of the Bay, reduce greenhouse gas emissions for communities at high risk throughout the corridor, and add capacity to the Bay Bridge corridor while creating a new low-cost transportation option for residents.

BAY SKYWAY PHASE 1 – YERBA BUENA ISLAND MULTI USE-PATH

The Yerba Buena Island (YBI) Multi-Use Path connects the eastern touchdown of the East Span path on YBI with the Treasure Island ferry terminal located on Treasure Island. The YBI path will be located adjacent (on the water side) of Hillcrest and Treasure Island Roads. The new path will divert active transportation users away from sharing Hillcrest and Treasure Island Roads with motorists. This separated multi- use bike/ped pathway connection will allow East Span path-users to safely walk, bike, and e-bike within the planned network of bikeways between Oakland and the Treasure Island ferry terminal on Treasure Island.

The existing roadways connecting the East Span landing to the new Treasure Island Ferry Terminal are narrow and mostly without sidewalks. The YBI Multi-Use Path will connect the west end of the existing East Span path with the Treasure Island ferry and the rest of Treasure Island's planned biking and walking

network, and will join the existing East Span path with the future one on the Bay Bridge West Span. This Project will give Treasure Island residents access to Oakland jobs and other destinations and eventually to a multi-use path on the Bay Bridge West Span via Bay Skyway Phase 2.

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 CORRIDOR

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.

SOUTH MADERA WIDENING

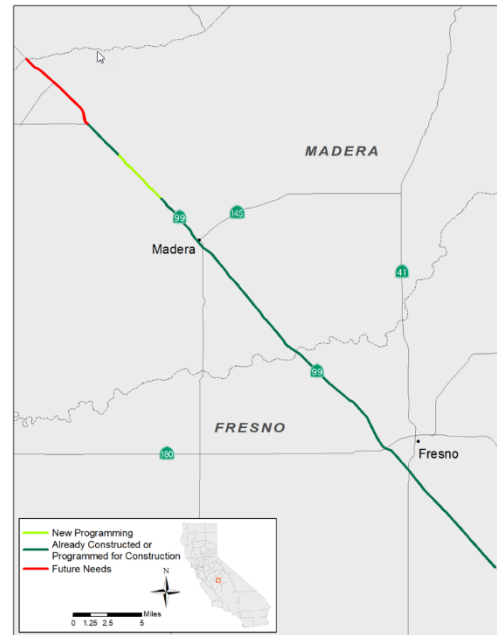
The South Madera 6 Lane Widening Project is on SR 99 in Madera County from south of Avenue 7 to north of Avenue 12. It is consistent with the CFMP, SR 99 Business Plan, SR 99 Corridor System Management Plan (CSMP) and the Madera County Transportation Commission RTP.

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 travel-time 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.



NORTH MADERA 99 WIDENING

The North Madera 99 Six-lane project will enhance freight mobility and relieve traffic congestion by increasing traffic capacity on State Route (SR) 99 from Avenue 17 Overcrossing to Avenue 21½ Overcrossing. Alternative 1 proposes to construct one additional lane in each direction using the existing median. Alternative 2 consists of partial realignment of the SR 99 centerline to the west, before construction of additional lanes.

This segment of SR 99 is essential to the economy of San Joaquin Valley and is critical to the agricultural and commercial transportation in this region. Almonds are the top commodity in both Fresno and Madera counties producing 533,000 tons, valued at \$2 billion. Milk is the second highest leading commodity in Madera County, valued at approximately \$330 million dollars. SR 99 is also used by interregional travelers and commuters in Madera and Fresno Counties. The 2021 AADT ranges from 70,000 to 73,000. The 2021 average daily truck traffic within the project limits is approximately 20%. SR 99 is part of the National Highway System as a STRAHNET and a STAA truck route serving San Joaquin Valley.

The continuous six-lane cross section that this project will extend will enable the implementation of managed-lane strategies with Vehicle Miles Traveled (VMT) reducing benefits on the SR 99 corridor. Caltrans District 6, in collaboration with the Headquarters (HQ) Sustainability Division, has developed a potential phased approach for opportunity to implement a managed-lane facility on SR 99. This project would be part of Phase 2 of the approach to implement the managed-lane strategies, estimated to be implemented in 2030. There is an additional 6.8-mile segment on SR 99 from SR 152 that runs through the City of Chowchilla to the Madera/Merced County line that will also need to be completed as a part of the 325.8 miles of managed lanes. Managed-lane strategies with VMT reducing benefits will be identified in an interim deliverable (to be completed no later than December of 2023) in the development of the SR 99 Comprehensive Multimodal Corridor Plan (CMCP) currently in progress.

TULARE CITY WIDENING

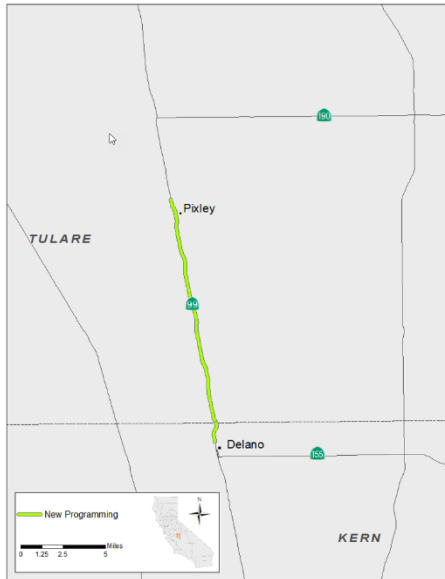
The improvements in this segment are part of a long-range strategy to improve SR 99 southwards from Kingsburg to Delano. The 2018 ITIP funded the design, right of way, and construction phases for the Tagus 6-Lane Widening (Northbound and Southbound) project. Tulare County Association of Governments (TCAG) 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 originally 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.

TULARE WIDENING – DELANO TO PIXLEY



In Tulare County, Delano to Pixley widening project proposes to construct a 13.5-mile-long SR 99 section with a 12-foot lane in both directions between Delano and Pixley. This project will improve safety, truck freight mobility and travel time reliability in this segment of SR 99. SR 99 corridor traverses agricultural land and agribusiness within the limits of the project and under the Federal-Aid Surface Transportation Program, SR 99 is designated as part of the National Highway System as a STRAHNET route. It is also designated as a State Terminal Access Route for trucks allowed under STAA.

The project scope includes an inside 12-foot lane in both directions from PM 0.0 to 13.5, replacing current metal beam median barrier and oleanders with a concrete median, and widening the median of the bridge at Avenue 76 in Tulare County. It also adds new TMS elements on the new lane and shoulder and reconstructs impacted drainage and pumping systems and installs new safety elements within the project limits. The project will also be reconstructing the existing NB paved median from PM 56.4 to 57.6 in Kern County to restripe as an additional lane.

The funding plan for this includes majority funding coming from Tulare's RIP funds, SHOPP funds, Proposition 1B – SR 99 bond funds. ITIP funds are needed to complete the funding plan. This project is proposed to be combined with a SHOPP project (Delano to Pixley Six-Lane Rehabilitation) to be advertised as a single construction award.

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 2024 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.

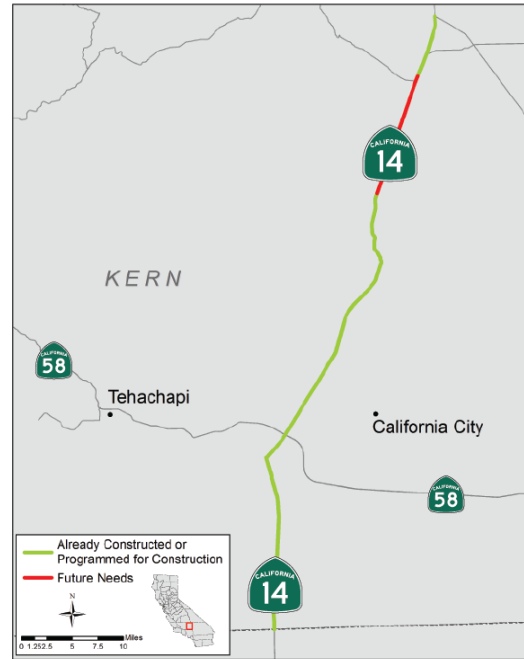
These proposed improvements will provide a second mainline track to improve safety for trains in passing situations, improve connectivity and increase ridership, support increased train speeds and transportation options for residents throughout the corridor, support reduced VMT and associated regional 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.

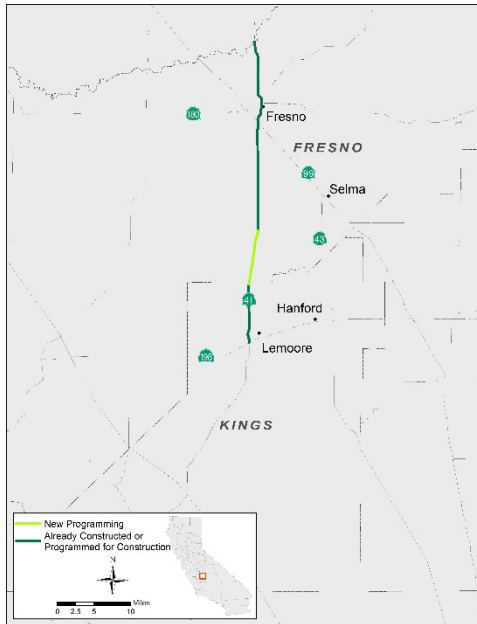
The environmental documents for Coachella Valley Rail would develop a viable infrastructure plan with engineering concepts and provide environmental review, mitigation, and clearance to allow for future construction activities. This transformative project will increase intercity passenger rail frequency, 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

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-to-market 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 provided funding for the construction capital and support phases. 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 2022 ITIP funds and received 2022 TCEP funds for the right of way phase. 2024 ITIP proposes to fund Segment 1 construction phase needs that includes conversion of 1.3 miles of two-lane conventional highway into a four-lane expressway. Funding for Segment 2 of the project will be pursued in the future cycles of state and federal programs.

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

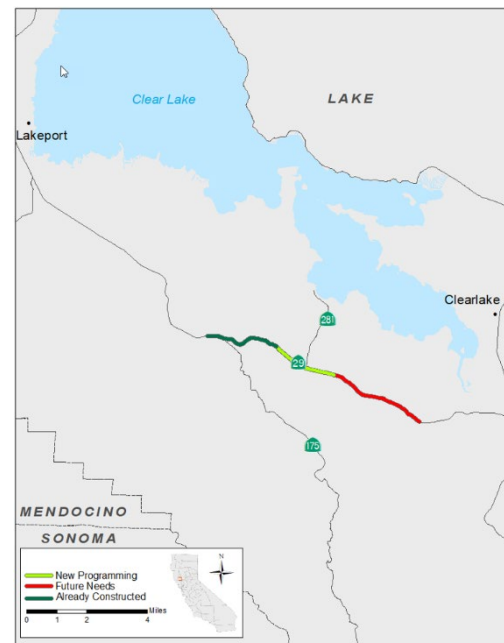
LAKE 29 KONOCTI CORRIDOR PROJECT

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. The project encompasses a total of 8-miles, but is split into 3 Phases (Segment 2A, 2B and 2C). All segments will improve traffic safety by providing passing opportunities. Segment 2C completed construction in the Summer of 2023 and will also provide enhanced bike and pedestrian facilities by constructing wider shoulders. A significant portion of the Segment 2C project was SHOPP funded, and the remainder was split between Lake County RIP shares and Interregional shares. The environmental phase for other two Segments, 2A and 2B was completed in 2016.

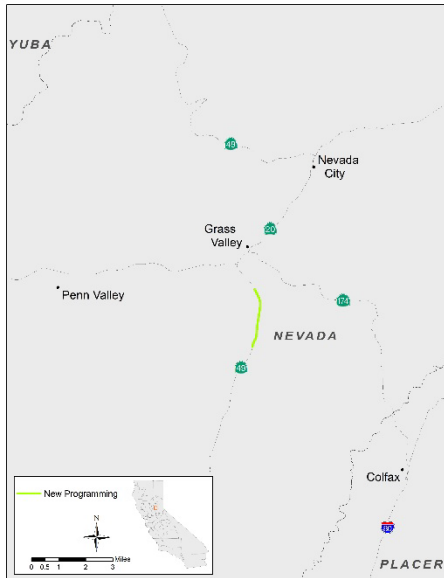
The 2018 ITIP funded the design phase for Segments 2A and 2B jointly with RIP shares from Lake County. Due to RIP and IIP funding constraints in the 2022 STIP cycle, right of way and construction phases could not be funded in the 2022 cycle. 2024 ITIP proposes right of funding for Segment 2B.

This project accomplishes the goals of the 2021 ITSP by meeting the needs of local disadvantaged 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.



NEVADA 49 CORRIDOR IMPROVEMENT

The purpose of this project is to enhance operations, goods movement, and safety by adding a southbound truck climbing lane outside the urbanized area, from La Barr Meadows Road to McKnight Way in Nevada County, while also improving access to the zero-emission bus charging infrastructure at the Nevada County Transit Operations Center.



The southbound truck climbing lane improves the movement of goods along SR 49, which is designated as a Critical Rural Freight Corridor and included in the Interregional Transportation Strategic Plan (ITSP) San Jose/San Francisco Bay Area – Sacramento – Northern Nevada strategic interregional corridor, which results in enhanced connectivity and essential services while providing a long-term benefit to emergency readiness during evacuations for the rural communities in Nevada County.

The project accomplishes the goals of the 2021 ITSP by balancing local community and interregional travel needs by improving operations, safety, and goods movement while reducing emissions on adjacent AB 1550 populations, enhancing daily commuting and mobility, improving access to zero-emission bus charging infrastructure, and improving resiliency and readiness for emergency evacuation in recognition of climate impacts. The project also meets the goals and objectives of the State Route 49 Multimodal Corridor Plan, State Route 49 Safety Needs Assessment, Ready Nevada County Extreme Climate Event Mobility Adaptation Plan, and Nevada County Regional Transportation Plan.

INTERREGIONAL HIGHWAY AND INTERCITY RAIL NEEDS

Section 39 of the 2024 STIP guidelines, adopted by the California Transportation Commission on August 16, 2023, requires Caltrans to identify projects that have received ITIP funds in the previous 10 years for pre-construction 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	\$84	CON
5	Caltrans	San Luis Obispo County 46	Antelope Grade - Segment 2	\$123	CON
5	Caltrans	Santa Barbara 101	South Coast 101 HOV Lanes - Montecito to Santa Barbara (Segments 4E North)	\$120	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	\$212	RW and CON
			Total	\$828	

Table 2: Projects that have received ITIP funds in the previous 10 years for pre-construction 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 2023 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 to fund 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 2022 report included five ongoing grandfathered projects. The 2024 report includes the five remaining grandfathered projects.

Below is a brief discussion on projects with no cost increases and no schedule delays since last reported in the 2022 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.

Below is a brief discussion of a project with no cost increases but with a schedule delay since last reported in the 2022 ITIP.

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 backordered 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 currently scheduled for completion by August 2024, delayed by an additional year since the last report. 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 utility 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 2022, support costs estimate for completion remained the same at \$38,610,000.

Below is a brief discussion of a project with cost increases and schedule delays since last reported in the 2022 ITIP.

[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 2022, support costs have slightly increased by \$46,000 from \$6,654,000 to \$6,700,000. The project is currently undergoing arbitration proceedings. The cost increases can be attributed to the necessity of additional support funds to scrutinize the contractor's claims, assess documentation provided by the contractor, and provide support in legal matters. These extra resources are vital for effectively addressing the increased efforts required to resolve the contractor's claims.

Table 3: 1996 Grandfathered STIP Project List

STIP Grandfathered Support Project List (\$'s x 1000)										
						GF STIP Budget (2012 Initial Reporting) ¹	GF STIP Budget (2022 Report) ¹	Budget Update 2024 ¹	GF STIP Expenditures ²	
DIST	CO	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	\$158,593	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	\$38,610	\$38,610	\$36,470	Project completion scheduled for August 2024.
07	LA	10	0309S	11172	Baldwin Park - Soundwalls	\$4,590	\$6,654	\$6,700	\$5,876	Project construction completed in January 2022. Project closeout is scheduled for July 2025.
07	LA	5	2808	2159_	I-5 South Corridor(5 phases) (PPNOs 4153, 2808, 4154, 4155, 4156)	\$57,769	\$57,769	\$57,769	\$57,769	No change, support budget capped per agreement. Entire corridor open to traffic October 2022. The last segment of the Project construction completion is scheduled for June 2023. Project closeout is scheduled for July 2027.
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. Project closeout is scheduled for July 2027.

¹ GF Budget estimate to complete support

² Actual Support expenditures to date

 Budget revisions since last reported in 2022 ITIP
2024 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 2024 ITIP.

Table A: Carryover 2022 Projects with Carryover Funding Shown

Carryover 2022 Projects with Carryover Funding Shown (\$'s x 1000)																	
Co	Route or Rail Corridor	PPNO	Project	Total	2024 Total	24-25	25-26	26-27	27-28	28-29	RW	CON	PA&ED	PS&E	RW Sup	Con Sup	Notes
LAK	29	3121	Lake 29 Expressway - Segment 2B	5,100	0	0	0	0	0	0	0	0	0	5,100	0	0	Carryover with cost change.
LAK	29	3122	Lake 29 Expressway - Segment 2A	5,100	0	0	0	0	0	0	0	0	0	5,100	0	0	Carryover.
NEV	49	4117	Rte 49 Corridor Improvement	3,000	0	0	0	0	0	0	3,000	0	0	0	0	0	Carryover with cost change.
SON		2376	SMART Pathway/Great Redwood Trail - Santa Rosa (Guerneville Road to Airport Boulevard)	6,097	6,097	6,097	0	0	0	0	0	6,097	0	0	0	0	Carryover.
SLO	46	0226L	SR 46 Expressway Conversion - Antelope Grade Segment	10,300	0	0	0	0	0	0	0	0	0	10,300	0	0	Carryover with cost change.
SLO	46	0226X	Cholame Mitigation	1,000	667	667	0	0	0	0	0	333	0	333	0	334	Carryover.
KER	14	8042B	Freeman Gulch Widening - Segment 2	1,481	0	0	0	0	0	0	0	0	0	1,481	0	0	Carryover.
FRE	41	6705	Excelsior Expressway	31,000	23,000	23,000	0	0	0	0	3,500	19,400	0	3,000	1,500	3,600	Carryover.
MAD	99	6297	South Madera 6 Lane	43,313	33,500	0	33,500	0	0	0	0	30,000	3,413	6,400	0	3,500	Carryover with program yr and cost change.
TUL	99	6369	Tulare City Widening	6,300	0	0	0	0	0	0	0	0	2,000	4,300	0	0	Carryover.
LA	Pacific Surfliner	9882	Link Union Station Phase A Component of the SCORE Program-Main Construction Contract	60,820	0	0	0	0	0	0	0	60,820	0	0	0	0	Carryover.
STA	San Joaquin	2191	San Joaquin Corridor 2nd Platforms at Modesto and Turlock-Denair	20,000	0	0	0	0	0	0	1,000	16,400	600	2,000	0	0	CON funds in FY 22-23. Time extension till 2/28/2025.
ORA	5	2833C	Interstate 5 (I-5) Managed Lanes	25,600	0	0	0	0	0	0	8,700	0	2,200	12,500	2,200	0	Carryover with cost change.
PLA	Capitol	9879	Sacramento to Roseville 3rd Mainline Track Phase 1	33,530	30,000	30,000	0	0	0	0	0	30,000	3,530	0	0	0	Carryover.
VAR		9885	Rail Reserve	7,500	7,500	0	0	7,500	0	0	0	7,500	0	0	0	0	Carryover.
VEN	Pacific Surfliner	9887	Leesdale Passing Siding	20,000	20,000	20,000	0	0	0	0	0	20,000	0	0	0	0	Carryover.
SJ	San Joaquin	9888	San Joaquin Street Station Layover Track	7,000	7,000	0	1,000	6,000	0	0	0	6,000	0	1,000	0	0	Carryover.
RIV	CVR	9891	Coachella Valley-San Geronio Pass Rail Corridor Service	10,000	10,000	0	10,000	0	0	0	0	0	10,000	0	0	0	Carryover.
SJ	San Joaquin	9892	Philips Siding Rehabilitation	6,509	6,509	0	6,509	0	0	0	0	6,509	0	0	0	0	Carryover.
SJ	San Joaquin	9893	Elk Grove to Philips Siding Rail Operational and Capacity Improvements	7,794	5,846	0	5,846	0	0	0	0	0	1,948	5,846	0	0	Carryover.
				311,444	150,119	79,764	56,855	13,500	0	0	16,200	203,059	23,691	57,360	3,700	7,434	

Table B: Changes to Carryover 2022 Projects

Changes to Carryover 2022 Projects (\$'s x 1000)																	
Co	Rte	PPNO	Project	Total	2024 Total	24-25	25-26	26-27	27-28	28-29	RW	CON	PA&ED	PS&E	RW Sup	Con Sup	Notes
LAK	29	3121	Lake 29 Expressway - Segment 2B	43,541	43,541	43,541	0	0	0	0	40,571	0	0	0	2,970	0	Add RW and RW Sup funding.
NEV	49	4117	Rt 49 Corridor Improvement	2,000	2,000	2,000	0	0	0	0	0	2,000	0	0	0	0	Add CON funding.
SLO	46	0226M	SR 46 Expressway Conversion - Antelope Grade Segment 1	35,920	35,920	0	0	35,920	0	0	0	30,000	0	0	0	5,920	Add CON and CON Sup funding.
MAD	99	6297	South Madera 6 Lane	5,500	5,500	0	5,500	0	0	0	0	5,000	0	0	0	500	Add CON and CON Sup funding.
ORA	5	2833C	Interstate 5 (I-5) Managed Lanes	48,000	48,000	0	48,000	0	0	0	0	34,000	0	0	0	14,000	Add CON and CON Sup funding.
				134,961	134,961	45,541	53,500	35,920	0	0	40,571	71,000	0	0	2,970	20,420	

Table C: New Projects in the 2024 ITIP

New Projects in the 2024 ITIP (\$'s x 1000)																		
Co	Rte	PPNO	Project	Total	2024 Total	24-25	25-26	26-27	27-28	28-29	RW	CON	PA&ED	PS&E	RW Sup	Con Sup	Notes	
SLO	Rail	2195	Central Coast Layover Facility	9,000	9,000	9,000	0	0	0	0	0	9,000	0	0	0	0	Add new project.	
SAC	Rail	CP035U	Sacramento City College Station	4,603	4,603	4,603	0	0	0	0	0	0	0	4,603	0	0	Add new project.	
Var	Rail	9890	Rail Reserve 2 - Madera High-Speed Rail Station and San Dieguito Bridge Replacement, Double Track and Special Events Platform (San Dieguito Phase 2)	142,000	142,000	0	62,000	0	80,000	0	0	142,000	0	0	0	0	Add new project.	
ALA	80	2355	BaySkyway Phase 1 - West Oakland Link	4,356	4,356	0	4,356	0	0	0	0	4,356	0	0	0	0	Add new project.	
ALA	80	2351	BaySkyway Phase 1 - Yerba Buena Island (YBI) Multi Use Path	4,944	4,944	0	4,944	0	0	0	0	4,944	0	0	0	0	Add new project.	
SB	101	3214	Santa Claus Lane Railroad Crossing and Beach Access Improvements Phase 2	11,500	11,500	11,500	0	0	0	0	0	10,000	0	0	0	1,500	Add new project.	
TUL	99	7072	Delano to Pixley 6-Lanes	4,000	4,000	4,000	0	0	0	0	0	4,000	0	0	0	0	Add new project.	
MAD	99	7004	North Madera 6 Lane	4,300	4,300	4,300	0	0	0	0	0	0	4,300	0	0	0	Add new project.	
				184,703	184,703	33,403	71,300	0	80,000	0	0	174,300	4,300	4,603	0	1,500		

Table D: Final Expenditures for Completed Project Components

No projects to be reported.

Appendix B – Project Programming Requests

Co	Route or Rail Corridor	PPNO	Project	Page
LAK	29	3121	Lake 29 Expressway - Segment 2B	44
LAK	29	3122	Lake 29 Expressway - Segment 2A	52
NEV	49	4117	Rte 49, Corridor Improvement	59
SON		2376	SMART Pathway/Great Redwood Trail - Santa Rosa (Guerneville Road to Airport Boulevard)	68
SLO	46	0226L	SR 46 Expressway Conversion - Antelope Grade Segment	75
SLO	46	0226M	SR 46 Expressway Conversion - Antelope Grade Segment 1	83
SLO	46	0226X	Cholame Mitigation	89
KER	14	8042B	Freeman Gulch Widening - Segment 2	95
FRE	41	6705	Excelsior Expressway	103
MAD	99	6297	South Madera 6 Lane	111
TUL	99	6369	Tulare City Widening	122
LA	Pacific Surfliner	9882	Link Union Station Phase A Component of the SCORE Program-Main Construction Contract	131
STA	San Joaquin	2191	San Joaquin Corridor 2nd Platforms at Modesto and Turlock-Denair	141
ORA	5	2833C	Interstate 5 (I-5) Managed Lanes	147
PLA	Capitol	9879	Sacramento to Roseville 3rd Mainline Track Phase 1	155
VAR		9885	Rail Reserve	167
VEN	Pacific Surfliner	9887	Leesdale Passing Siding	173
SJ	San Joaquin	9888	San Joaquin Street Station Layover Track	179
RIV	CVR	9891	Coachella Valley-San Geronio Pass Rail Corridor Service	185
SJ	San Joaquin	9892	Philips Siding Rehabilitation	195
SJ	San Joaquin	9893	Elk Grove to Philips Siding Rail Operational and Capacity Improvements	202
ALA	80	2355	Bay Skyway Phase 1 - West Oakland Link	209
ALA	80	2351	Bay Skyway Phase 1 - Yerba Buena Island (YBI) Multi Use Path	219
SB	101	3214	Santa Claus Lane Railroad Crossing and Beach Access Improvements Phase 2	229
TUL	99	7072	Delano to Pixley 6-Lanes	234
MAD	99	7004	North Madera 99 6 Lane	243
SLO	Rail	2195	Central Coast Layover Facility	249
SAC	Rail	CP035U	Sacramento City College Station	258
Var	Rail	9890	Rail Reserve 2 - Madera High-Speed Rail Station and San Dieguito Bridge Replacement, Double Track and Special Events Platform (San Dieguito Phase 2)	264

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/04/2023 15:15:49
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
01	29831	0118000079	3121	Caltrans District 1	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Lake County	29	26.100	29.100	Lake County/City Area Planning Council	
				MPO	Element
				NON-MPO	Capital Outlay
Project Manager/Contact			Phone	Email Address	
JEFF PIMENTEL			707-834-9529	jeffrey.pimentel@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. Construct Segment 2B, an approximately 3.0 mile portion of the 8-mile long project. The project will widen the existing 2 lane highway to 4 lanes with two 12 foot travel lanes in each direction, standard 8 foot outside shoulders and 5 inside shoulders and a 36 foot un-paved median.

Component	Implementing Agency
PA&ED	Caltrans HQ
PS&E	Caltrans HQ
Right of Way	Caltrans HQ
Construction	Caltrans HQ

Legislative Districts

Assembly: 1 Senate: 2 Congressional: 1

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	07/01/1998	07/01/1998
Circulate Draft Environmental Document Document Type		05/24/2016
Draft Project Report	05/24/2016	05/24/2016
End Environmental Phase (PA&ED Milestone)	11/30/2016	11/30/2016
Begin Design (PS&E) Phase	07/01/2018	07/01/2018
End Design Phase (Ready to List for Advertisement Milestone)	04/15/2024	12/15/2026
Begin Right of Way Phase	04/01/2022	07/01/2024
End Right of Way Phase (Right of Way Certification Milestone)	04/01/2024	12/01/2026
Begin Construction Phase (Contract Award Milestone)	09/20/2024	06/13/2027
End Construction Phase (Construction Contract Acceptance Milestone)	12/01/2027	12/01/2030
Begin Closeout Phase	12/01/2028	12/01/2031
End Closeout Phase (Closeout Report)	09/01/2031	09/01/2034

Date 12/04/2023 15:15:49

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. The Corridor is unable to function as intended due to limited passing opportunities, congestion and unstable traffic flow. In addition, the deficiencies of the Corridor encourage interregional/truck traffic to utilize State Route 20 through "Main Street" Communities which has had a negative impact on pedestrian/cyclist safety, traffic noise and quality of life for these communities. Segment 2B is 3.0 miles long, located between the communities of Lower Lake and Kelseyville.

NHS Improvements	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class	1	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

Project Outputs

Category	Outputs	Unit	Total
Local streets and roads	New roadway lane-miles	Miles	5.38

Additional Information

PROJECT BENEFITS

MULTIMODAL

Interregional/truck traffic is concentrated on SR 20 within north shore communities around Clear Lake. North shore communities are considered “Main Street” communities in the towns of Nice, Lucerne, Glenhaven, Clearlake Oaks. Pedestrian/bicycle safety, traffic noise and quality of life have been concerns in these communities due to interregional/truck traffic utilizing SR 20. This 23-mile segment of SR 20 was designated a Pedestrian Safety Corridor in 2007 due to a collaborative effort between Caltrans, the California Highway Patrol and local businesses/residents. The Regional Transportation Plan calls for redirecting interregional traffic onto the SR 20/29/53 Principal Arterial Route, which would minimize interregional traffic through these communities. The Lake Area Planning Council has prepared multiple plans for traffic calming/active transportation improvements along the north shore. By constructing the Lak 29 Konocti Corridor Project, truck speeds and travel time reliability will increase by providing consistent and increased free-flow speeds. Interregional traffic will be encouraged to utilize south shore corridors, while the north shore communities experience increase in multimodal corridor safety.

EQUITY

At \$42,475, Lake County has the second lowest median household income of all California counties. According to the California Healthy Places Index, Lake County has healthier economic conditions than just 1.8% of other California counties and 50% of people have an income significantly below the federal poverty level. Lake County economic development has been impeded by the difficulty of transporting goods into and out of the county. Along the north shore, residences, schools, parks and shopping destinations are located adjacent to the highway and the interregional and truck traffic moving through these communities has negatively impacted the quality of life for residents and visitors with air pollution, noise and traffic safety. SR 29 is better suited to manage interregional traffic as it does not serve as a main street for any communities and adjacent land uses are mostly agricultural and industrial.

CLIMATE CHANGE

Project benefits are in line with the Caltrans 2015 Interregional Transportation Strategic Plan (ITSP), which identifies the SR 20/29/53 Principal Arterial Corridor as a “Strategic Interregional Corridor”. According to the ITSP, the interregional facility “provides the corridor with vital connections to the interstate system and the rest of the State, providing access to basic goods and services along with routine and emergency medical services. Nearly all segments of the SHS are identified as high wildfire exposure by 2055 in the 2019 Caltrans Climate Change Vulnerability Assessment. This corridor would be the major transportation corridor for response and recovery efforts in the event of emergencies. The region and Lake County have experienced increased and high levels of wildland fire damage. This project will help move people efficiently out of evacuation areas and provide efficient mobility for emergency response.

SAFETY

Collision data shows that within the project limits, approximately half of all collisions result in injury. For users of SR 29 a modern four-lane facility that meets current design standards will accomplish: improvements to the horizontal/vertical alignment, safer passing opportunities, removal of fixed objects, shoulder widening, and a 36-foot un-paved median that would provide safety benefits to motorists in terms of increased sight distance, enhanced recovery areas, separation of traffic, and minimized exposure to fixed objects. Bicycle safety will improve with widened shoulders and modal conflict reduction. There will be significant benefit to nonmotorized users of SR 20 within the “Main Street” communities by encouraging interregional and truck traffic to utilize the Principal Arterial Corridor of SR 20/29/53.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	Optional	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
01	Lake County	29	29831	0118000079	3121
Project Title					
Lake 29 Expressway - Segment 2B					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Caltrans HQ
PS&E	6,000							6,000	Caltrans HQ
R/W SUP (CT)	2,000							2,000	Caltrans HQ
CON SUP (CT)	9,000							9,000	Caltrans HQ
R/W	31,000							31,000	Caltrans HQ
CON	85,000							85,000	Caltrans HQ
TOTAL	133,000							133,000	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	6,000							6,000	
R/W SUP (CT)		2,970						2,970	
CON SUP (CT)				8,250				8,250	
R/W		40,571						40,571	
CON				75,414				75,414	
TOTAL	6,000	43,541		83,664				133,205	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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 - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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 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 Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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	31,000							31,000	
CON	85,000							85,000	
TOTAL	127,000							127,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									The previous construction estimate was based on a less refined design. The current estimate is based on a design with a more refined set of geometrics that yielded a lower estimate.
PS&E									
R/W SUP (CT)									
CON SUP (CT)				8,250				8,250	
R/W									
CON				75,414				75,414	
TOTAL				83,664				83,664	

Fund #4:	IIP - National Hwy System (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)		2,970						2,970	
CON SUP (CT)									
R/W		40,571						40,571	
CON									
TOTAL		43,541						43,541	

Complete this page for amendments only					Date 12/04/2023 15:15:49
District	County	Route	EA	Project ID	PPNO
01	Lake County	29	29831	0118000079	3121

SECTION 1 - All Projects

Project Background

n/a

Programming Change Requested

Reason for Proposed Change

update to proposed funding plan for right of way support & capital under 2024 ITIP.

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)

update to proposed funding plan for right of way support & capital under 2024 ITIP.

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/04/2023 15:15:04
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
01	29841	0118000078	3122	Caltrans HQ	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Lake County	29	23.600	26.900	Lake County/City Area Planning Council	
				MPO	Element
				NON-MPO	Capital Outlay
Project Manager/Contact			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. Construct Segment 2A, an approximately 3.3 mile portion of the 8-mile long project. The project will widen the existing 2 lane highway to 4 lanes with two 12 foot travel lanes in each direction, standard 8 foot outside shoulders and 5 inside shoulders and a 36 foot un-paved median.

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
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	07/01/1998	07/01/1998
Circulate Draft Environmental Document		
Draft Project Report	05/24/2016	05/24/2016
End Environmental Phase (PA&ED Milestone)	11/30/2016	11/30/2016
Begin Design (PS&E) Phase	07/01/2018	07/01/2018
End Design Phase (Ready to List for Advertisement Milestone)	04/15/2024	04/15/2024
Begin Right of Way Phase	04/01/2022	04/01/2022
End Right of Way Phase (Right of Way Certification Milestone)	04/01/2024	04/01/2024
Begin Construction Phase (Contract Award Milestone)	09/20/2024	09/20/2024
End Construction Phase (Construction Contract Acceptance Milestone)	12/01/2027	12/01/2027
Begin Closeout Phase	12/01/2028	12/01/2028
End Closeout Phase (Closeout Report)	09/01/2031	09/01/2031

Date 12/04/2023 15:15:04

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 ☒ YES ☐ NO

Roadway Class 1

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
State Highway Road Construction	Mixed flow lane-miles constructed	Miles	5.09

Date 12/04/2023 15:15:04

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	Change
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	0	0

District	County	Route	EA	Project ID	PPNO
01	Lake County	29	29841	0118000078	3122
Project Title					
Lake 29 Expressway - Segment 2A					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
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	15,000							15,000	Caltrans District 1
CON	65,000							65,000	Caltrans District 1
TOTAL	97,000							97,000	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	6,000							6,000	
R/W SUP (CT)			2,000					2,000	
CON SUP (CT)			9,000					9,000	
R/W			15,000					15,000	
CON			65,000					65,000	
TOTAL	6,000		91,000					97,000	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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 - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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 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 Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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	15,000							15,000	
CON	65,000							65,000	
TOTAL	91,000							91,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)			2,000					2,000	
CON SUP (CT)			9,000					9,000	
R/W			15,000					15,000	
CON			65,000					65,000	
TOTAL			91,000					91,000	

Complete this page for amendments only					Date 12/04/2023 15:15:04
District	County	Route	EA	Project ID	PPNO
01	Lake County	29	29841	0118000078	3122

SECTION 1 - All Projects

Project Background

na

Programming Change Requested

Reason for Proposed Change

na

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

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/08/2023 14:52:37
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
03	4E170	0315000064	4117	Nevada County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Nevada County	49	R 10.800	R 13.300	Caltrans District 3	
				MPO	Element
				NON-MPO	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Sam Vandell			530-682-6478	sam.vandell@dot.ca.gov	

Project Title

Rt 49, Corridor Improvement Project

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

In Nevada County, on State Route (SR) 49 from La Bar Meadows Road to McKnight Way. The SR 49 Corridor Improvement Project (CIP) Phase 2 proposes improvements to PM R10.8-R13.3 on SR 49 that focus on goods movement, safety, operations, evacuation egress, reducing freight-related emissions on adjacent AB 1550 communities, reducing community impacts related to I-80 detours, creating adequate access to ZEB transit infrastructure, and multimodal mobility. The TCEP application includes the construction of the Southbound truck-climbing lane, eliminating the southbound lane drop/merge point south of the McKnight Way Interchange, which creates a key transportation bottleneck. NCTC has requested funding through ITIP for the construction of a new entrance on SR 49 to the Nevada County Transit Operation Center, improving access to zero-emission bus charging infrastructure.

Component	Implementing Agency
PA&ED	Caltrans District 3
PS&E	Caltrans District 3
Right of Way	Caltrans District 3
Construction	Caltrans District 3

Legislative Districts

Assembly:	1	Senate:	1	Congressional:	1,4
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	04/12/2015	04/12/2015
Circulate Draft Environmental Document Document Type EIR	07/30/2021	08/18/2021
Draft Project Report	08/16/2021	08/30/2021
End Environmental Phase (PA&ED Milestone)	10/04/2021	11/12/2021
Begin Design (PS&E) Phase	10/05/2021	11/15/2021
End Design Phase (Ready to List for Advertisement Milestone)	05/02/2025	05/02/2025
Begin Right of Way Phase	10/05/2021	11/15/2021
End Right of Way Phase (Right of Way Certification Milestone)	04/17/2025	04/17/2025
Begin Construction Phase (Contract Award Milestone)	10/17/2025	10/17/2025
End Construction Phase (Construction Contract Acceptance Milestone)	12/29/2028	12/29/2028
Begin Closeout Phase	06/28/2030	06/28/2030
End Closeout Phase (Closeout Report)	05/23/2031	05/23/2031

Date 12/08/2023 14:52:37

Purpose and Need

The State Route (SR) 49 Corridor Improvement Project (CIP) Phase 2, proposes needed improvements to a 2.1-mile segment of SR 49. The focus is on goods movement, safety, operations, evacuation egress, and construction of a new entrance on SR 49 to new ZEB transit infrastructure (2024 ITIP application), air quality, and multimodal mobility. The project includes the construction of the Southbound truck climbing lane to eliminate the southbound lane drop/merge point south of the McKnight Way Interchange, allowing slow freight movement vehicles space to move over and allow other traffic to continue safely through the corridor, thus reducing freight emissions, and improved access to the zero-emission bus charging infrastructure.

NHS Improvements ☒ 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	Outputs	Unit	Total
Operational Improvement	Slow vehicle lanes	Miles	1.5
Pavement (lane-miles)	Truck climbing lanes constructed	Miles	1
Operational Improvement	Intersection / Signal improvements	EA	1

Additional Information

4E170 Nev 49 PM R10.8/R13.3 phase II, southbound truck-climbing and entrance to Nevada County Transit Operation Center on SR 49 will be combined with the 3H510 Nev 49 PM R10.8/R13.3 SHOPP Safety and Operations project at time of construction.
Western Nevada County is designated as an isolated rural non-attainment area for Federal Ozone Standards, but is attainment unclassified for PM 10, PM 2.5, and CO. The SR 49 Corridor Improvement Project was determined to be exempt from Conformity per sections 93.126 and 93.127 through the required Interagency Consultation process with EPA, FHWA, FTA, Caltrans, NCTC, and Northern Sierra Air Quality Management District.

- Section 93.126 Table 2 Exempt Features:
- Shoulder Improvements/widening narrow pavements
 - Median/Median Barrier
 - Truck Climbing Lanes Outside an Urbanized Area
 - Segments of Auxiliary Lanes less than a mile, supplementary to through traffic movement (slow-moving vehicle lanes for operations and safety)

- Section 93.127 Table 3 Exempt Features:
- Intersection signalization projects at individual Intersections
 - Intersection channelization projects

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	68	837	-769
	TCEP	Change in Daily Truck Hours of Delay	Hours	-10	45	-55
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	848	1,148	-300
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	20,487	31,654	-11,167
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-915	0	-915
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-4	0	-4
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	0	0
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0.24	0.5	-0.26
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	41	91	-50
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	350	0	350
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	4.1	0	4.1

District	County	Route	EA	Project ID	PPNO
03	Nevada County	49	4E170	0315000064	4117
Project Title					
Rt 49, Corridor Improvement Project					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
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	6,000							6,000	Caltrans District 3
CON		19,000						19,000	Caltrans District 3
TOTAL	14,100	19,000						33,100	
Proposed Total Project Cost (\$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)		2,800						2,800	
R/W	6,000							6,000	
CON		18,200						18,200	
TOTAL	14,100	21,000						35,100	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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	2,331							2,331	
CON									
TOTAL	10,431							10,431	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,900							3,900	Proposed RIP funding is included in the 2024 STIP to be adopted at the March 2024 CTC meeting
PS&E	3,000							3,000	
R/W SUP (CT)	1,200							1,200	
CON SUP (CT)		2,800						2,800	
R/W	2,331							2,331	
CON		1,585						1,585	
TOTAL	10,431	4,385						14,816	

Fund #2:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)									Proposed IIP funding is included in the 2024 STIP to be adopted at the March 2024 CTC meeting
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,000						2,000	
TOTAL		2,000						2,000	
Fund #3:	IIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	3,000							3,000	
CON									
TOTAL	3,000							3,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	3,000							3,000	
CON									
TOTAL	3,000							3,000	

Fund #4:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Nevada County Transportation Comm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	669							669	
CON									
TOTAL	669							669	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	669							669	
CON									
TOTAL	669							669	
Fund #5:	Other Fed - Surface Transportation Program (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.300
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Nevada County Transportation Comm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		4,385						4,385	
TOTAL		4,385						4,385	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #6:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.210.320
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commission Regional State TCEP Cycle 3 Application - 14,615,385
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		14,615						14,615	
TOTAL		14,615						14,615	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		14,615						14,615	
TOTAL		14,615						14,615	

Complete this page for amendments only					Date 12/08/2023 14:52:37
District	County	Route	EA	Project ID	PPNO
03	Nevada County	49	4E170	0315000064	4117

SECTION 1 - All Projects

Project Background

na

Programming Change Requested

Reason for Proposed Change

na

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

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input type="checkbox"/> NO					Date	11/21/2023 14:31:48	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
04			2376	Caltrans HQ			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Sonoma County							
				MPO	Element		
				MTC	Local Assistance		
Project Manager/Contact			Phone	Email Address			
Joanne Parker			707-794-3062	jparker@sonomamarintrain.org			

Project Title

SMART Pathway/Great Redwood Trail - Santa Rosa (Guerneville Road to Airport Boulevard)

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

The project is located in Santa Rosa, Sonoma County, California, between Guerneville Road (approximately SMART Milepost 55.2) in the south and Airport Boulevard in the north (approximately SMART Milepost 59.9). The project will construct 4.7 miles of 8 to 10 foot wide, Class 1 non-motorized pathway in and along the railroad right of way, directly connecting the surrounding neighborhood to bicycle facilities and the SMART Santa Rosa North and Sonoma County Airport stations. This project will provide critical first and last mile access to the rail network and to Sonoma County Airport with services out of the region. This project is a critical gap closure in the the Great Redwood Trail covering the service area corridor in Mendocino, Trinity, and Humboldt Counties, with SMART building the portions in Sonoma and Marin Counties. The Great Redwood Trail is a 320-mile, world-class, multi-use rail-with-trail and rail-to-trail project connecting California’s San Francisco and Humboldt Bays.

Component	Implementing Agency
PA&ED	Sonoma 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:	2,10	Senate:	2	Congressional:	2,5
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	01/01/2000	01/01/2000
Circulate Draft Environmental Document		
Document Type CE		
Draft Project Report	11/21/2023	11/21/2023
End Environmental Phase (PA&ED Milestone)	03/01/2024	03/01/2024
Begin Design (PS&E) Phase	03/01/2024	03/01/2024
End Design Phase (Ready to List for Advertisement Milestone)	09/30/2024	09/30/2024
Begin Right of Way Phase	07/01/2000	07/01/2000
End Right of Way Phase (Right of Way Certification Milestone)	06/30/2024	06/30/2024
Begin Construction Phase (Contract Award Milestone)	01/02/2025	01/02/2025
End Construction Phase (Construction Contract Acceptance Milestone)	06/01/2026	06/01/2026
Begin Closeout Phase	10/01/2026	10/01/2026
End Closeout Phase (Closeout Report)	12/31/2026	12/31/2026

Purpose and Need

The project improves multi-modal transportation options and advances the State of California's CAPTI (Climate Action Plan for Infrastructure) goals. The project will provide safe non-motorized, lower emission travel options in its immediate vicinity, including improved connections to regional commercial and cultural centers and to the Active Transportation Program-funded non-motorized overcrossing of Highway 101, connecting to the Santa Rosa Junior College campus in northeast Santa Rosa.

The immediate area includes family educational destinations of the Charles M. Schulz Museum and Sonoma County Children's Museum along West Steele Lane, connections to commercial centers and bus transit hubs at Coddington Mall, and health, social services and employment opportunities at either end of the project. The project is within a regional Metropolitan Transportation Commission/Santa Rosa Priority Development Area and a Regional Equity Priority Community. According to Bay Area Vision Zero data, within a rectangle covering the length of the project and approximately .5-miles on either side, there were 6 fatal and 55 serious injury accidents, with 37.7% of fatal or serious injury accidents involving bicycles or pedestrians, over the past 10 years. The crash costs associated with all bicycle and pedestrian injuries and fatalities during that time is approximately \$64.8 million. The project area surface streets have only 65% including sidewalks, most of which are in the northern portion of the project located in unincorporated Sonoma County.

The project is a critical gap closure in the the Great Redwood Trail. The Great Redwood Trail Agency was established in 2021, with the trail covering the GRTA service area along the former North Coast Railroad Authority (NCRA) rail corridor in Mendocino, Trinity, and Humboldt Counties. The rail corridor in Sonoma and Marin Counties was transferred to SMART. The Great Redwood Trail is a 320-mile, world-class, multi-use rail-with-trail and rail-to-trail project connecting California's San Francisco and Humboldt Bays.

The project is also one piece of SMART Pathway gap closure in northwest Santa Rosa that, once complete, will connect to other constructed/ fully funded SMART Pathway segments resulting in 18-miles of continuous SMART Pathway between the Town of Windsor and the southern city limit of Rohnert Park. The project will provide safe, non-motorized first and last mile connectivity to the North Bay's regional commuter rail system via the SMART Santa Rosa North rail station at Guerneville Road and the SMART Sonoma County Airport Station. The average passenger trip length on the SMART rail system is 23 miles and approximately 15% of SMART riders bring their bicycles onboard the trains. SMART conducted pathway user surveys in Summer 2023 and respondents reported 76% used the pathway and the train in the same trip between occasionally and daily, with 31% of respondents using both in the same trip daily.

This project will provide critical first and last mile access to the rail network and to Sonoma County Airport with services out of the region. The project will also provide a rail safety feature to discourage illegal trespass in an area with limited sidewalks and ensure reliability of the railroad. Sonoma County Transportation Authority (SCTA) recently updated their Travel Behavior Study and determined that of the 10% of Sonoma County trips that are Inter-county, those trips generate 46% of total Vehicle Miles Traveled and Mendocino County to Sonoma County trips increased 27% from 2017-2022.

Project benefits include increased non-motorized network connectivity, including to regional rail services and major regional/interregional destinations, reductions in Vehicle Miles Travelled, and increase rail safety by creating a safe path of travel to discourage illegal and unsafe trespass on the freight and passenger railroad right of way.

NHS Improvements <input type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input type="checkbox"/> NO
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Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input type="checkbox"/> NO
--	--

Project Outputs			
Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	4.7

Date 11/21/2023 14:31:48

Additional Information

Project has CEQA clearance (SCH# 2002112033) and CTC E-Resolution E-09-56. NEPA clearance for previously constructed segments of the SMART Pathway were completed as Categorical Exclusion. This project will have funds transferred to Federal Transit Administration and FTA will serve as the lead agency.

Adjacent, completed sections of the pathway have recently had automatic counters installed to track users. The pathway counter at Guerneville Road connecting south shows approximately 210 users per weekday, comprised of 118 pedestrians and 92 bicyclists and a comparable number on weekend days.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	Optional	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	61	-61
Accessibility	Optional	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	63.9	0	63.9

District	County	Route	EA	Project ID	PPNO
04	Sonoma County				2376
Project Title					
SMART Pathway/Great Redwood Trail - Santa Rosa (Guerneville Road to Airport Boulevard)					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Sonoma Marin Area Rail Transit
PS&E	3,371							3,371	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		13,050						13,050	Sonoma Marin Area Rail Transit
TOTAL	3,371	13,050						16,421	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	3,371							3,371	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		13,050						13,050	
TOTAL	3,371	13,050						16,421	

Fund #1:	CMAQ - Congestion Mitigation (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.010.820
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Metropolitan Transportation Commiss One Bay Area Grant 3 - To be transferred to Federal Transit Administration
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,000						2,000	
TOTAL		2,000						2,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,000						2,000	
TOTAL		2,000						2,000	

Fund #2:	IIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ Uncommitted Interregional Transportation Improvement Program - Complete Streets Reserve
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		6,097						6,097	
TOTAL		6,097						6,097	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		6,097						6,097	
TOTAL		6,097						6,097	
Fund #3:	Local Funds - Local Measure (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Sonoma Marin Area Rail Transit
PS&E	3,371							3,371	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		4,953						4,953	
TOTAL	3,371	4,953						8,324	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	3,371							3,371	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		4,953						4,953	
TOTAL	3,371	4,953						8,324	

Complete this page for amendments only					Date 11/21/2023 14:31:48
District	County	Route	EA	Project ID	PPNO
04	Sonoma County				2376

SECTION 1 - All Projects

Project Background

na

Programming Change Requested

Reason for Proposed Change

STIP 2024

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

Attachments

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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	12/04/2023 16:08:36
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
05	3307E	0518000075	0226L	Caltrans District 5		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
San Luis Obispo Cou	46	57.300	60.800			
VAR	46			MPO	Element	
				SLOCOG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Nic Heisdorf			805-835-6558	nicholas.heisdorf@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 1.0 mile west of Antelope Road to 0.4 east of Kern County Line.

Convert 3.9 miles existing 2-lane conventional highway to 4-lane divided expressway. This is a CMGC project.

This project is the parent and will deliver all pre-construction phases for child split construction only projects 05-3307D (0523000028/PPNO 0226M), and 05-3307F (0524000149/PPNO 0226N).

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
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	07/02/2003	07/02/2003
Circulate Draft Environmental Document	01/30/2005	01/30/2005
Draft Project Report	01/30/2005	01/30/2005
End Environmental Phase (PA&ED Milestone)	06/29/2005	06/29/2005
Begin Design (PS&E) Phase	08/01/2018	08/01/2018
End Design Phase (Ready to List for Advertisement Milestone)	06/07/2023	07/13/2026
Begin Right of Way Phase	06/01/2022	03/06/2024
End Right of Way Phase (Right of Way Certification Milestone)	06/05/2023	03/23/2026
Begin Construction Phase (Contract Award Milestone)	01/12/2024	04/15/2027
End Construction Phase (Construction Contract Acceptance Milestone)	12/18/2026	11/07/2029
Begin Closeout Phase	12/18/2026	09/11/2031
End Closeout Phase (Closeout Report)	12/13/2028	10/17/2031

Date 12/04/2023 16:08:36

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	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class	I	Reversible Lane Analysis	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

Project Outputs			
Category	Outputs	Unit	Total
Pavement (lane-miles)	Roadway lane miles	Miles	7.8
Bridge / Tunnel	New bridges/tunnels	SQFT	10,600
Operational Improvement	Shoulder widening	EA	4
Operational Improvement	Turn pockets constructed	EA	2
Drainage	Culverts	LF	1,500

Additional Information

Postmile limits for 05-3307E are SLO-46-57.3/60.8 and KER-46-0.0/0.4.

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 January 2024.

Performance indicators and Measures are for the parent project 05-3307E (0518000075 / PPNO 0226L) and include both child construction projects 05-3307D (0523000028 / PPNO 0226M) and 05-3307F (0524000149 / PPNO 0226N).

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
	Optional	Daily Truck Trips	# of Trips	2,556	2,556	0
	Optional	Daily Truck Miles Traveled	Miles	9,968	9,968	0
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	761,025	585,460	175,565
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
	Optional	Change in Cargo Volume That Can Be Accommodated	# of Tons	0	0	0
			# of Containers	0	0	0
System Reliability (Freight)	Optional	Truck Travel Time Reliability Index	Index	1.11	1.28	-0.17
	Optional	Daily Vehicle Hours of Travel Time Reduction	Hours	523	1,360	-837
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	3.6	9.3	-5.7
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	14.6	14.6	0
			PM 10 Tons	58.4	58.4	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	119,377	141,540	-22,163
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	1	-1
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	124	212	-88
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	58	168	-110
Safety	Optional	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0.73	1	-0.27
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	1.28	1.75	-0.47
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	2.21	3	-0.79
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	3.78	5.14	-1.36
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,114	0	1,114
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	0.4	0	0.4

District	County	Route	EA	Project ID	PPNO
05	San Luis Obispo County, VAR	46, 46	3307E	0518000075	0226L
Project Title					
SR 46 Expressway Conversion - Antelope Grade Segment					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Caltrans District 5
PS&E	10,300							10,300	Caltrans District 5
R/W SUP (CT)	1,400							1,400	Caltrans District 5
CON SUP (CT)		11,900						11,900	Caltrans District 5
R/W	7,600							7,600	Caltrans District 5
CON		70,100						70,100	Caltrans District 5
TOTAL	19,300	82,000						101,300	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	10,300							10,300	
R/W SUP (CT)	1,400							1,400	
CON SUP (CT)									
R/W	7,600							7,600	
CON									
TOTAL	19,300							19,300	

Fund #1:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		11,900						11,900	
R/W									
CON		70,100						70,100	
TOTAL		82,000						82,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Construction phases to be completed under child projects 05-0226M and 05-0226N.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #2:	IIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E	10,300							10,300	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	10,300							10,300	
Proposed Funding (\$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 #3:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.723.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Includes \$7.3 million from the State share of the program.\$5900 RW EXT. TO 03/31/24
PS&E									
R/W SUP (CT)	1,400							1,400	
CON SUP (CT)									
R/W	5,900							5,900	
CON									
TOTAL	7,300							7,300	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)	1,400							1,400	
CON SUP (CT)									
R/W	5,900							5,900	
CON									
TOTAL	7,300							7,300	

Fund #4:	RSTP - STP Local (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.810
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	430							430	
CON									
TOTAL	430							430	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	430							430	
CON									
TOTAL	430							430	
Fund #5:	Other Fed - Highway Infrastructure Program (HIP) (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.550
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
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	
Proposed Funding (\$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	

Complete this page for amendments only					Date 12/04/2023 16:08:36
District	County	Route	EA	Project ID	PPNO
05	San Luis Obispo County, VAR	46, 46	3307E	0518000075	0226L

SECTION 1 - All Projects

Project Background

Project 05-3307E (0518000075 / PPNO 0226L) is the parent project for pre-construction phases for construction child projects 05-3307D (0523000028 / PPNO 0226M) and 05-3307F (0524000149 / PPNO 0226N).

Programming Change Requested

Reason for Proposed Change

2024 ITIP funding only available for a portion of the remaining segment.

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

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/04/2023 16:10:53
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
05	3307D	0523000028	0226M	Caltrans District 5		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
San Luis Obispo Cou	46	57.300	58.600			
				MPO	Element	
				SLOCOG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Nicholas Heisdorf			805-835-6558	nicholas.heisdorf@dot.ca.gov		

Project Title

SR 46 Expressway Conversion - Antelope Grade Child, Segment 1

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

In San Luis Obispo County, near Cholame, from 1.0 miles west of Antelope Road to 0.3 mile east of Antelope Road.

Convert 1.3 miles of existing 2-lane conventional highway to 4-lane divided expressway. This is a CMGC project.

This is the first child split of two construction segments to complete the original Antelope Grade project.

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
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Project Milestone	Existing	Proposed
Project Study Report Approved	06/16/2000	
Begin Environmental (PA&ED) Phase		07/02/2003
Circulate Draft Environmental Document	Document Type (ND/MND)/FONSI	01/30/2005
Draft Project Report		01/30/2005
End Environmental Phase (PA&ED Milestone)		06/29/2005
Begin Design (PS&E) Phase		08/01/2018
End Design Phase (Ready to List for Advertisement Milestone)		07/13/2026
Begin Right of Way Phase		03/06/2024
End Right of Way Phase (Right of Way Certification Milestone)		03/23/2026
Begin Construction Phase (Contract Award Milestone)		04/15/2027
End Construction Phase (Construction Contract Acceptance Milestone)		11/07/2029
Begin Closeout Phase		09/11/2031
End Closeout Phase (Closeout Report)		10/17/2031

Date 12/04/2023 16:10:53

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 Central Valley and Interstate 5.

Need: SR 46 traverses rolling to mountainous terrain and includes sustained grades up to 6%. Heavy trucks and recreational vehicles comprise 28.8% 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 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 collisions 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 by facilitating conversion to a four-lane expressway and provide route continuity from US 101 to Interstate 5.

NHS Improvements	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class	1	Reversible Lane Analysis	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

Project Outputs			
Category	Outputs	Unit	Total
Pavement (lane-miles)	Roadway lane miles	Miles	2.6
Bridge / Tunnel	New bridges/tunnels	SQFT	10,600
Operational Improvement	Shoulder widening	EA	4
Operational Improvement	Turn pockets constructed	EA	1
Drainage	Culverts	LF	1,500

Date 12/04/2023 16:10:53

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 subsequent environmental 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 Subsequent Environmental Document is in process and is anticipated in December 2023.

Performance indicators and Measures are for the parent project 05-3307E (0518000075 / PPNO 0226L) and include both child construction projects 05-3307D (0523000028 / PPNO 0226M) and 05-3307F (0524000149 / PPNO 0226N).

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	35.46	81.33	-45.87
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	111,611	0	111,611
	TCEP	Change in Daily Truck Hours of Delay	Hours	40.04	114.42	-74.38
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	1,215,288	934,837	280,451
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	438,911,929	267,621,360	171,290,569
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	29	-29
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	0	0
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0.191	0.2	-0.009
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.863	0.903	-0.04
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0.19	0.2	-0.01
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0.861	0.903	-0.042
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	42	60	-18
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	506.246	0	506.246
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	6.9	0	6.9
Truck & Vehicle Volume (Freight)	TCEP	Existing Average Annual Vehicle Volume on Project Segment	Percent	2,964,646	2,964,646	0

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
	TCEP	Existing Average Annual Truck Percent on Project Segment	Percent	28.8	28.8	0
	TCEP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	4,219,750	4,219,750	0
	TCEP	Estimated Year 20 Average Annual Truck Percent on Project Segment with Project	Number	28.8	28.8	0

District	County	Route	EA	Project ID	PPNO
05	San Luis Obispo County	46	3307D	0523000028	0226M
Project Title					
SR 46 Expressway Conversion - Antelope Grade Child, Segment 1					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
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									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)				5,920				5,920	
R/W									
CON				30,000				30,000	
TOTAL				35,920				35,920	

Fund #1:	IIP - National Hwy System (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 5
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									PAED, PSE, and R/W cost for the expressway conversion are programmed as part of the entire Antelope Grade Project (EA 05-3307E / PPNO 0226L).
PS&E									
R/W SUP (CT)									
CON SUP (CT)				5,920				5,920	
R/W									
CON				30,000				30,000	
TOTAL				35,920				35,920	

Amendment (Existing Project) ☐ YES ☒ NO

Date12/06/2023 09:17:04

Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other

District	EA	Project ID	PPNO	Nominating Agency	
05	3307X		0226X	Caltrans District 5	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Luis Obispo Cou	46	48.300	53.400		
				MPO	Element
				SLOCOG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Nicholas Heisdorf			805-835-6558	nicholas.heisdorf@dot.ca.gov	

Project Title

Cholame Mitigation Project (Child)

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

Near Shandon, from 1.2 miles west of Shandon Safety Roadside Rest Area to 0.6 mile east of Bitterwater Rd. Highway planting.

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:33Senate:15Congressional:24

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document	Document Type	
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		05/09/2006
Begin Design (PS&E) Phase		09/18/2023
End Design Phase (Ready to List for Advertisement Milestone)		03/28/2024
Begin Right of Way Phase		10/09/2023
End Right of Way Phase (Right of Way Certification Milestone)		12/06/2023
Begin Construction Phase (Contract Award Milestone)		09/18/2024
End Construction Phase (Construction Contract Acceptance Milestone)		12/15/2027
Begin Closeout Phase		12/20/2027
End Closeout Phase (Closeout Report)		08/18/2028

Date 12/06/2023 09:17:04

Purpose and Need

Highway planting required for State Route 46 Cholame Segment EA 3307A, PPNO 0226J

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
Local streets and roads	New roadway lane-miles	Miles	0.001

Date 12/06/2023 09:17:04

Additional Information

Child landscape mitigation project for 05-3307A . PAED for the Cholame Mitigation Project (Child) attained by Environmental Document for the Highway 46 Corridor dated 5/9/2006. This date is used for the parent Cholame Segment (PPNO 0226J) as well.

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

District	County	Route	EA	Project ID	PPNO
05	San Luis Obispo County	46	3307X		0226X
Project Title					
Cholame Mitigation Project (Child)					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Caltrans District 5
PS&E	333							333	Caltrans District 5
R/W SUP (CT)									Caltrans District 5
CON SUP (CT)		334						334	Caltrans District 5
R/W									Caltrans District 5
CON		333						333	Caltrans District 5
TOTAL	333	667						1,000	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	333							333	
R/W SUP (CT)									
CON SUP (CT)		334						334	
R/W									
CON		333						333	
TOTAL	333	667						1,000	

Fund #1:	IIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E	333							333	
R/W SUP (CT)									
CON SUP (CT)		334						334	
R/W									
CON		333						333	
TOTAL	333	667						1,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	333							333	
R/W SUP (CT)									
CON SUP (CT)		334						334	
R/W									
CON		333						333	
TOTAL	333	667						1,000	

Complete this page for amendments only					Date 12/06/2023 09:17:04
District	County	Route	EA	Project ID	PPNO
05	San Luis Obispo County	46	3307X		0226X

SECTION 1 - All Projects

Project Background

na

Programming Change Requested

na

Reason for Proposed Change

na

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

na

Other Significant Information

na

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

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/11/2023 21:33:58
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
06	45712	0612000197	8042B	Caltrans HQ		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Kern County	14	53.000	58.300			
				MPO	Element	
				KCOG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Dennee Alcala			760-872-0767	dennee.alcala@dot.ca.gov		

Project Title

Freeman Gulch Widening - Segment 2

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

Near Ridgecrest, from 4.8 miles south of Route 178 west to 0.5 mile north of Route 178 west. Convert from 2-lane conventional highway to 4-lane expressway.

Component	Implementing Agency				
PA&ED	Caltrans District 6				
PS&E	Caltrans District 6				
Right of Way	Caltrans District 6				
Construction	Caltrans District 6				
Legislative Districts					
Assembly:	34	Senate:	16	Congressional:	23
Project Milestone			Existing	Proposed	
Project Study Report Approved					
Begin Environmental (PA&ED) Phase					
Circulate Draft Environmental Document	Document Type				
Draft Project Report					
End Environmental Phase (PA&ED Milestone)			10/29/2007	10/29/2007	
Begin Design (PS&E) Phase			07/01/2018	07/01/2018	
End Design Phase (Ready to List for Advertisement Milestone)			07/01/2022	07/01/2022	
Begin Right of Way Phase			07/01/2020	07/01/2020	
End Right of Way Phase (Right of Way Certification Milestone)			07/01/2022	07/01/2022	
Begin Construction Phase (Contract Award Milestone)			01/01/2023	01/01/2023	
End Construction Phase (Construction Contract Acceptance Milestone)			07/01/2024	07/01/2024	
Begin Closeout Phase			12/01/2024	12/01/2024	
End Closeout Phase (Closeout Report)			12/01/2027	12/01/2027	

Date 12/11/2023 21:33:58

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 ☐ 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	Outputs	Unit	Total
Local streets and roads	New roadway lane-miles	Miles	6.2

Additional Information

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

District	County	Route	EA	Project ID	PPNO
06	Kern County	14	45712	0612000197	8042B
Project Title					
Freeman Gulch Widening - Segment 2					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E	4,061							4,061	
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	4,061		80,630					84,691	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	4,061							4,061	
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	4,061		80,630					84,691	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Inyo County Local Transportation Co
PS&E	360							360	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	360							360	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	360							360	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	360							360	

Fund #2:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Mono County Local Transportation C
PS&E	260							260	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	260							260	
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	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E	1,481							1,481	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,481							1,481	
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									
TOTAL	1,481							1,481	

Fund #4:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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 Funding (\$1,000s)									Notes
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	
Fund #5:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E	1,960							1,960	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,960							1,960	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	1,960							1,960	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,960							1,960	

Complete this page for amendments only					Date 12/11/2023 21:33:58
District	County	Route	EA	Project ID	PPNO
06	Kern County	14	45712	0612000197	8042B

SECTION 1 - All Projects

Project Background

na

Programming Change Requested

Reason for Proposed Change

na

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

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	09/05/2023 15:28:28
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
06	0S370	0614000130	6705	Caltrans District 6	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Kings County	41	R 48.000	R 48.300	Fresno Council of Governments,Fresno County Transportat	
Fresno County	41	R 0.000	R 7.100	MPO	Element
				KCAG	Capital Outlay
Project Manager/Contact			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
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	10/01/2001	10/01/2001
Circulate Draft Environmental Document	Document Type (ND/MND)/FONSI	
Draft Project Report	02/01/2005	02/01/2005
End Environmental Phase (PA&ED Milestone)	06/14/2005	06/14/2005
Begin Design (PS&E) Phase	07/01/2018	07/01/2018
End Design Phase (Ready to List for Advertisement Milestone)	06/03/2024	06/03/2024
Begin Right of Way Phase	07/01/2018	07/01/2018
End Right of Way Phase (Right of Way Certification Milestone)	05/01/2024	05/01/2024
Begin Construction Phase (Contract Award Milestone)	11/01/2024	11/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)	04/01/2027	04/01/2027
Begin Closeout Phase	07/01/2027	07/01/2027
End Closeout Phase (Closeout Report)	07/01/2029	07/01/2029

Date 09/05/2023 15:28:28

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 <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 2	Reversible Lane Analysis <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

Project Outputs			
Category	Outputs	Unit	Total
State Highway Road Construction	Mixed flow lane-miles constructed	Miles	24
ADA Improvements	New curb ramp installed	EA	8
Operational Improvement	Intersection / Signal improvements	EA	2
Pavement (lane-miles)	Mixed flow mainline constructed	Miles	24

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.

ADA is checked

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

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

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
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)		7,600						7,600	Caltrans District 6
R/W	5,500							5,500	Caltrans District 6
CON		53,200						53,200	Caltrans District 6
TOTAL	10,000	60,800						70,800	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	3,000							3,000	
R/W SUP (CT)	1,500							1,500	
CON SUP (CT)		7,600						7,600	
R/W	5,500							5,500	
CON		53,200						53,200	
TOTAL	10,000	60,800						70,800	

Fund #1:	IIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.025.700
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)		3,600						3,600	
R/W	3,500							3,500	
CON		19,400						19,400	
TOTAL	8,000	23,000						31,000	
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	
TOTAL	8,000	23,000						31,000	

Fund #2:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
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	
Proposed Funding (\$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 #3:	Other State - Future Funds (Committed)								Program Code
Existing Funding (\$1,000s)									SHOPP
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ 2022 SHOPP candidate PPNO 7064 for rehab of existing 2 lanes
PS&E									
R/W SUP (CT)									
CON SUP (CT)		2,400						2,400	
R/W									
CON		12,400						12,400	
TOTAL		14,800						14,800	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		2,400						2,400	
R/W									
CON		12,400						12,400	
TOTAL		14,800						14,800	

Fund #4:	Local Funds - Fresno County Measure C (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Fresno County Transportation Autho
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		13,000						13,000	
TOTAL		13,000						13,000	
Proposed Funding (\$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	

Complete this page for amendments only				Date 09/05/2023 15:28:28	
District	County	Route	EA	Project ID	PPNO
06	Kings County, Fresno County	41, 41	0S370	0614000130	6705

SECTION 1 - All Projects

Project Background

na

Programming Change Requested

Reason for Proposed Change

na

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

Attachments

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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	12/12/2023 20:00:45
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
06	0H220	0612000158	6297	Caltrans District 6		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Madera County	99	0.100	8.100	Madera County Transportation Commission		
				MPO	Element	
				MCTC	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Eric Karlson			559-246-7337	eric.karlson@dot.ca.gov		

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
Construction	Caltrans District 6

Legislative Districts

Assembly:	5	Senate:	14	Congressional:	16
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Project Milestone	Existing	Proposed
Project Study Report Approved	03/11/2008	
Begin Environmental (PA&ED) Phase	05/01/2019	05/01/2019
Circulate Draft Environmental Document	12/15/2020	12/15/2020
Draft Project Report	12/01/2020	12/01/2020
End Environmental Phase (PA&ED Milestone)	05/01/2021	05/01/2021
Begin Design (PS&E) Phase	07/01/2021	07/01/2021
End Design Phase (Ready to List for Advertisement Milestone)	08/01/2023	07/01/2025
Begin Right of Way Phase	07/01/2021	07/01/2021
End Right of Way Phase (Right of Way Certification Milestone)	06/30/2023	08/01/2024
Begin Construction Phase (Contract Award Milestone)	02/02/2026	12/30/2025
End Construction Phase (Construction Contract Acceptance Milestone)	07/03/2028	04/01/2028
Begin Closeout Phase	07/17/2028	04/03/2028
End Closeout Phase (Closeout Report)	07/16/2029	04/03/2030

Date 12/12/2023 20:00:45

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 ☒ YES ☐ NO

Roadway Class 1

Reversible Lane Analysis ☒ YES ☐ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs			
Category	Outputs	Unit	Total
Operational Improvement	Ramp modifications	EA	2
Pavement (lane-miles)	Auxiliary lane constructed	Miles	1
Pavement (lane-miles)	Roadway lane miles	Miles	24
TMS (Traffic Management Systems)	Changeable message signs	EA	2
State Highway Road Construction	Mixed flow lane-miles constructed	Miles	11.6
Drainage	Culverts	LF	3,000

Date 12/12/2023 20:00:45

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

ADA is checked
Bike/Ped is checked

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	12,508	86,169	-73,661
	Optional	Daily Truck Trips	# of Trips	26,407	26,407	0
	Optional	Daily Truck Miles Traveled	Miles	153,158	153,158	0
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	20,278	2,944	17,334
	TCEP	Change in Rail Volume	# of Trailers	5,794	841	4,953
			# of Containers	20,278	2,944	17,334
	Optional	Change in Cargo Volume That Can Be Accommodated	# of Tons	115,873	16,820	99,053
			# of Containers	20,278	2,944	17,334
System Reliability (Freight)	Optional	Truck Travel Time Reliability Index	Index	1.13	2.56	-1.43
	Optional	Daily Vehicle Hours of Travel Time Reduction	Hours	11,408	27,854	-16,446
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	-6	0	-6
			PM 10 Tons	-7	0	-7
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-13,364	0	-13,364
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-40	0	-40
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-413	0	-413
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-753	0	-753
Safety	Optional	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	-2	0	-2
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.013	0.019	-0.006
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	-112	0	-112
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0.34	0.338	0.002
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,199	0	1,199
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	5.2	0	5.2

District	County	Route	EA	Project ID	PPNO
06	Madera County	99	0H220	0612000158	6297
Project Title					
South Madera 6 Lane					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
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)				6,000	3,500			9,500	Caltrans District 6
R/W	4,000							4,000	Caltrans District 6
CON				44,000	30,000			74,000	Caltrans District 6
TOTAL	18,373			50,000	33,500			101,873	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	3,000							3,000	
PS&E	9,460							9,460	
R/W SUP (CT)	1,500							1,500	
CON SUP (CT)				8,000				8,000	
R/W	4,000							4,000	
CON				85,700				85,700	
TOTAL	17,960			93,700				111,660	

Fund #1:	IIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.025.700
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	3,413							3,413	Caltrans HQ
PS&E	6,400							6,400	
R/W SUP (CT)									
CON SUP (CT)					3,500			3,500	
R/W									
CON					30,000			30,000	
TOTAL	9,813				33,500			43,313	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,000							3,000	
PS&E	6,400							6,400	
R/W SUP (CT)									
CON SUP (CT)				4,000				4,000	
R/W									
CON				35,000				35,000	
TOTAL	9,400			39,000				48,400	

Fund #2:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Fund #3:	State Bond - State Route 99 Corridor (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.722.000
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	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	
Proposed 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 - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.723.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									\$1356 RW voted 08/18/21
PS&E									
R/W SUP (CT)	508							508	
CON SUP (CT)									
R/W	1,356							1,356	
CON									
TOTAL	1,864							1,864	
Proposed 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 - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.723.200
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									\$2033 RW voted 08/18/21
PS&E									
R/W SUP (CT)	762							762	
CON SUP (CT)									
R/W	2,033							2,033	
CON									
TOTAL	2,795							2,795	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)	762							762	
CON SUP (CT)									
R/W	2,033							2,033	
CON									
TOTAL	2,795							2,795	

Fund #6:	Local Funds - Local Measure (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	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 Funding (\$1,000s)									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 - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	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 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	

Fund #8:	Other State - Road Maintenance and Rehabilitation Account (Committed)								Program Code
Existing Funding (\$1,000s)									SHOPP
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)				6,000				6,000	
R/W									
CON				44,000				44,000	
TOTAL				50,000				50,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)				4,000				4,000	
R/W									
CON				50,700				50,700	
TOTAL				54,700				54,700	

Complete this page for amendments only					Date 12/12/2023 20:00:45
District	County	Route	EA	Project ID	PPNO
06	Madera County	99	0H220	0612000158	6297

SECTION 1 - All Projects

Project Background

The initial funding strategy, the Interregional Transportation Improvement Program (ITIP) was planned to fund all support and capital components for this project. For this reason, the planned strategy to address the pavement for northbound and southbound #1 and #2 lanes were to be fully funded by the ITIP. For this reason, this section of roadway was not included in our SHOPP Ten-year Project Book as it was intended to be rehabilitated with project 06-0H220. However, the most recent ITIP cycles (2018 and onward) had limited funding capacity to fully address all the funding needs of the Program. However, a commitment has been made to continue to support this project. It was determined to change the pavement and funding strategy for this section of SR 99 and explore opportunities to close the funding gap. Due to the existing pavement condition, it was determined that the rehabilitation of the pavement can be considered SHOPP eligible rehabilitation. It was decided that SHOPP eligible rehabilitation work funded by the SHOPP combined with ITIP funding (constructing 2 lanes within the median) would achieve significant efficiencies, substantial savings, and ultimately support the implementation of a VMT reducing lane management strategy along SR 99. Furthermore, by leveraging various funding sources allowed the construction support and capital components to be fully funded. Recently, at the March 2023 CTC the SHOPP funding was approved for this project in the 25/26 Fiscal year.

Programming Change Requested

Reason for Proposed Change

To align the \$54.7 million from the SHOPP which is in the 25/26 fiscal year with the current ITIP funding that is in the 26/27 fiscal year. Additionally, request an increase in the shortfall due to inflation. The 33.5 million that is currently programmed is based on an estimate that was done in July 2021 and does not take into account the above average escalation which has occurred between then and now.

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)

Additional support and capital for the ITIP and advancing the schedule from 26/27 to 25/26.

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	09/28/2023 11:11:42
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input checked="" type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
06	48950	0614000040	6369	Caltrans District 6		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Tulare County	99	25.200	30.600	Tulare County Association of Governments		
				MPO	Element	
				TCAG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Eric Karlson			559-246-7337	eric.karlson@dot.ca.gov		

Project Title

Tulare 6-lane and Paige Avenue Interchange Improvement Project

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

In and near the City of Tulare, from 0.2 mile south of Avenue 200 Overcrossing to 0.1 mile north of Prosperity Avenue Overcrossing. This project will improve goods movement and passenger travel along State Route 99 by converting the facility from four lanes to six 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
PS&E	Caltrans District 6
Right of Way	Caltrans District 6
Construction	Caltrans District 6

Legislative Districts

Assembly:	26	Senate:	16	Congressional:	22
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Project Milestone	Existing	Proposed
Project Study Report Approved	03/18/2009	
Begin Environmental (PA&ED) Phase	05/01/2019	05/01/2019
Circulate Draft Environmental Document	05/19/2022	03/01/2023
Document Type EIR/EIS		
Draft Project Report	06/17/2022	03/01/2023
End Environmental Phase (PA&ED Milestone)	12/16/2022	08/08/2023
Begin Design (PS&E) Phase	01/17/2023	10/01/2023
End Design Phase (Ready to List for Advertisement Milestone)	03/17/2026	10/02/2026
Begin Right of Way Phase	05/17/2023	10/01/2023
End Right of Way Phase (Right of Way Certification Milestone)	02/28/2026	09/02/2026
Begin Construction Phase (Contract Award Milestone)	11/02/2026	04/15/2027
End Construction Phase (Construction Contract Acceptance Milestone)	11/02/2029	03/01/2030
Begin Closeout Phase	12/06/2029	03/01/2030
End Closeout Phase (Closeout Report)	12/06/2032	09/03/2033

Date 09/28/2023 11:11:42

Purpose and Need

Purpose: The purpose of this project is to improve freight movement along this segment of the State Route (SR) 99 trade corridor which runs through the City of Tulare. This project will also improve vehicle access to Paige Avenue Interchange which directly services trucking-related facilities. Additionally, this project will construct pedestrian and bicycle improvements on Paige Avenue.

Need: SR 99 is a valuable route for the transportation of freight through the Central Valley and moreover, the State. Truck volumes along SR 99 comprise a large part of the total traffic volume. Tulare County is the top agricultural producing county in the Country and improvements to the SR 99 trade corridor are needed to ensure the reliable delivery of time sensitive agricultural goods. In 2021, Tulare County farms produced over \$8.4 billion in gross revenue. The Paige Avenue Overcrossing structure was constructed in 1952 and the antiquated design constricts access to the many truck related facilities that are serviced by this interchange. Furthermore, the overcrossing roadway lacks accommodations for non-motorized travel.; This acts as a barrier for pedestrian and bicycle movements across SR 99. Furthermore, the interchange ramps have an antiquated design that constricts access to the many truck related facilities that are serviced by this interchange.

NHS Improvements	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 1	Reversible Lane Analysis	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs			
Category	Outputs	Unit	Total
Pavement (lane-miles)	Mixed flow mainline constructed	Miles	21.2
Drainage	Culverts	LF	3,000
TMS (Traffic Management Systems)	Changeable message signs	EA	1
Operational Improvement	Ramp modifications	EA	4
Pavement (lane-miles)	Roadway lane miles	Miles	10.6
Pavement (lane-miles)	Ramps and Connectors constructed	Miles	1
Bridge / Tunnel	Modified/Reconstructed bridges/tunnels	SQFT	5,300
Other	Sound wall miles constructed	Miles	0.3
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	1.7

Date 09/28/2023 11:11:42

Additional Information

ADA is checked
Bike/Ped is checked

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	473	8,193	-7,720
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	0	0	0
	Optional	Daily Truck Trips	# of Trips	14,015	14,015	0
	Optional	Daily Truck Miles Traveled	Miles	0	0	0
	TCEP	Change in Daily Truck Hours of Delay	Hours	166	2,828	-2,662
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	5,115,376	5,115,376	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
	Optional	Change in Cargo Volume That Can Be Accommodated	# of Tons	0	0	0
			# of Containers	0	0	0
System Reliability (Freight)	Optional	Truck Travel Time Reliability Index	Index	0	0	0
	Optional	Daily Vehicle Hours of Travel Time Reduction	Hours	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	1,381,151,520	505,501,456	875,650,064
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	1	0	1
			PM 10 Tons	1	0	1
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO ₂)	Tons	24,367	0	24,367
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-1	0	-1
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SO _x)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-290	0	-290
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NO _x)	Tons	-89	0	-89
Safety	Optional	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	1.198	1.2	-0.002
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	1.653	1.656	-0.003
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	1.586	1.6	-0.014
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	2.188	2.208	-0.02

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	3,096	0	3,096
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	2.6	0	2.6
Truck & Vehicle Volume (Freight)	TCEP	Existing Average Annual Vehicle Volume on Project Segment	Percent	72	72	0
	TCEP	Existing Average Annual Truck Percent on Project Segment	Percent	28	28	0
	TCEP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	13,418,594	13,418,594	0
	TCEP	Estimated Year 20 Average Annual Truck Percent on Project Segment with Project	Number	3,757,206	3,757,206	0

District	County	Route	EA	Project ID	PPNO
06	Tulare County	99	48950	0614000040	6369
Project Title					
Tulare 6-lane and Paige Avenue Interchange Improvement Project					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	4,150							4,150	Caltrans District 6
PS&E	6,370							6,370	Caltrans District 6
R/W SUP (CT)	4,000							4,000	Caltrans District 6
CON SUP (CT)			14,000					14,000	Caltrans District 6
R/W		24,600	170,000					194,600	Caltrans District 6
CON									Caltrans District 6
TOTAL	14,520	24,600	184,000					223,120	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	4,150							4,150	
PS&E	6,370							6,370	
R/W SUP (CT)		5,371						5,371	
CON SUP (CT)			12,000					12,000	
R/W		38,252						38,252	
CON			172,000					172,000	
TOTAL	10,520	43,623	184,000					238,143	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	2,150							2,150	Tulare County Association of Govern
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,150							2,150	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	2,150							2,150	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,150							2,150	

Fund #2:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)	4,000							4,000	
CON SUP (CT)			14,000					14,000	
R/W		24,600	170,000					194,600	
CON									
TOTAL	4,000	24,600	184,000					212,600	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			12,000					12,000	
R/W									
CON			172,000					172,000	
TOTAL			184,000					184,000	
Fund #3:	IIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	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 Funding (\$1,000s)									Notes
E&P (PA&ED)	2,000							2,000	
PS&E	4,300							4,300	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	6,300							6,300	

Fund #4:	State Bond - State Route 99 Corridor (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.722.000
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	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 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	
Fund #5:	Local Funds - Local Transportation Funds - Advance Construction (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Tulare County Association of Govern
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)		819						819	
CON SUP (CT)									
R/W		5,835						5,835	
CON									
TOTAL		6,654						6,654	

Fund #6:	State SB1 TCEP - Trade Corridors Enhancement Account (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	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)									TCEP State Share
PS&E									
R/W SUP (CT)		1,821						1,821	
CON SUP (CT)									
R/W		12,967						12,967	
CON									
TOTAL		14,788						14,788	
Fund #7:	State SB1 TCEP - Trade Corridors Enhancement Account (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	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)									TCEP Regional Share
PS&E									
R/W SUP (CT)		2,731						2,731	
CON SUP (CT)									
R/W		19,450						19,450	
CON									
TOTAL		22,181						22,181	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/11/2023 23:23:45
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
75			9882	Caltrans HQ		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Los Angeles County						
				MPO	Element	
				SCAG	Rail	
Project Manager/Contact			Phone	Email Address		
Jeanet Owens			213-418-3189	OwensJ@metro.net		

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 run-through track station from a stub-end station & will vastly improve throughput capacity for Commuter/Intercity Rail & accommodate High Speed Rail systems.

Component	Implementing Agency				
PA&ED	Los Angeles County Metropolitan Transportation Authority				
PS&E	Los Angeles County Metropolitan Transportation Authority				
Right of Way	Los Angeles County Metropolitan Transportation Authority				
Construction	Los Angeles County Metropolitan Transportation Authority				
Legislative Districts					
Assembly:	38,45	Senate:	27	Congressional:	30
Project Milestone			Existing	Proposed	
Project Study Report Approved					
Begin Environmental (PA&ED) Phase			05/31/2016	05/31/2016	
Circulate Draft Environmental Document	Document Type		01/17/2019	01/17/2019	
Draft Project Report				12/31/2020	
End Environmental Phase (PA&ED Milestone)			12/31/2020	12/27/2024	
Begin Design (PS&E) Phase			01/01/2021	01/01/2021	
End Design Phase (Ready to List for Advertisement Milestone)			12/31/2022	06/15/2026	
Begin Right of Way Phase			08/01/2019	08/01/2019	
End Right of Way Phase (Right of Way Certification Milestone)			07/30/2021	02/28/2025	
Begin Construction Phase (Contract Award Milestone)			01/01/2023	06/15/2026	
End Construction Phase (Construction Contract Acceptance Milestone)			12/11/2026	06/20/2033	
Begin Closeout Phase			12/12/2026	06/21/2033	
End Closeout Phase (Closeout Report)			12/01/2027	06/30/2035	

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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 ☒ 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	3
Rail/ Multi-Modal	Miles of new track	Miles	1.43
Rail/ Multi-Modal	Station improvements	EA	1

Additional Information

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

District	County	Route	EA	Project ID	PPNO
75	Los Angeles County				9882
Project Title					

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

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
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	246,701	140,000	216,609					603,310	Los Angeles County Metropolitan Tra
TOTAL	544,519	140,000	216,609					901,128	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	84,431							84,431	
PS&E	76,324							76,324	
R/W SUP (CT)									
CON SUP (CT)									
R/W	137,063							137,063	
CON	246,701	140,000	216,609					603,310	
TOTAL	544,519	140,000	216,609					901,128	

Fund #1:	State Bond - High Speed Passenger Train Bond Program (Propositio (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.210.200
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	125,000	100,000	198,335					423,335	
TOTAL	125,000	100,000	198,335					423,335	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	125,000	100,000	198,335					423,335	
TOTAL	125,000	100,000	198,335					423,335	

Fund #2:	Local Rail - STP Railroad Local (Committed)								Program Code
Existing Funding (\$1,000s)									LOCAL 130
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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 Funding (\$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 Railroad Local (Committed)								Program Code
Existing Funding (\$1,000s)									LOCAL 130
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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 Funding (\$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 Railroad Local (Committed)								Program Code
Existing Funding (\$1,000s)									LOCAL 130
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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 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 Railroad Local (Committed)								Program Code
Existing Funding (\$1,000s)									LOCAL 130
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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 Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			5,000					5,000	
TOTAL			5,000					5,000	

Fund #6:	Local Rail - STP Railroad Local (Committed)								Program Code
Existing Funding (\$1,000s)									LOCAL 130
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			13,274					13,274	
TOTAL			13,274					13,274	
Fund #7:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code
Existing Funding (\$1,000s)									30.20.020.000
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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	50,385	40,000						90,385	
TOTAL	277,805	40,000						317,805	
Proposed Funding (\$1,000s)									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	50,385	40,000						90,385	
TOTAL	277,805	40,000						317,805	

Fund #8:	IIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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 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	

Complete this page for amendments only				Date 12/11/2023 23:23:45	
District	County	Route	EA	Project ID	PPNO
75	Los Angeles County				9882

SECTION 1 - All Projects

Project Background

na

Programming Change Requested

Reason for Proposed Change

na

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

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	09/05/2023 16:59:53	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
75		0021000225	2191	Caltrans HQ			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Stanislaus County							
				MPO	Element		
				STANCOG	Rail		
Project Manager/Contact			Phone	Email Address			
Betty Miller			916-654-5739	betty.l.miller@dot.ca.gov			

Project Title

San Joaquin Corridor 2nd Platforms for Bi-hourly and Morning Express Service

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

The Turlock-Denair Amtrak station is located on the BNSF Stockton Subdivision approximately 90 miles south of Sacramento, in the County of Stanislaus, California. The Modesto Amtrak station is located on the BNSF Stockton Subdivision approximately 75 miles south of Sacramento, in the County of Stanislaus, California.

The Project consists design and construction of a second passenger platforms at the stations and all required associated track, signal, and grade crossing work, as well as potential construction of a pedestrian underpass.

Component	Implementing Agency
PA&ED	Caltrans HQ
PS&E	Caltrans HQ
Right of Way	Caltrans HQ
Construction	Caltrans HQ

Legislative Districts

Assembly:	31	Senate:	14	Congressional:	21
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	08/30/2020	08/30/2020
Circulate Draft Environmental Document		
Draft Project Report		06/30/2021
End Environmental Phase (PA&ED Milestone)	06/30/2021	06/30/2021
Begin Design (PS&E) Phase	08/31/2021	08/31/2021
End Design Phase (Ready to List for Advertisement Milestone)	06/30/2022	06/30/2022
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)	08/30/2022	08/30/2022
End Construction Phase (Construction Contract Acceptance Milestone)	06/30/2025	06/30/2025
Begin Closeout Phase		06/30/2026
End Closeout Phase (Closeout Report)		06/30/2027

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Purpose and Need

Project Benefits:
Benefits include improved on-time performance, reduced freight and passenger delays, and improved freight and passenger operations locally and throughout the entire San Joaquin Corridor. Environmentally, the second platform with supporting infrastructure will reduce the locomotive idling time and offer considerable reductions in harmful emissions, which will help improve the air quality in the valley.

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
Intercity Rail/Mass Trans	Operational improvements	EA	2

Additional Information

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

District	County	Route	EA	Project ID	PPNO
75	Stanislaus County			0021000225	2191
Project Title					
San Joaquin Corridor 2nd Platforms for Bi-hourly and Morning Express Service					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)	600							600	Caltrans HQ
PS&E	2,000							2,000	Caltrans HQ
R/W SUP (CT)									Caltrans HQ
CON SUP (CT)									Caltrans HQ
R/W	1,000							1,000	Caltrans HQ
CON	16,400							16,400	Caltrans HQ
TOTAL	20,000							20,000	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	600							600	
PS&E	2,000							2,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W	1,000							1,000	
CON	16,400							16,400	
TOTAL	20,000							20,000	

Fund #1:	IIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								30.20.020.720
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	600							600	Caltrans HQ \$600 PAED voted 05/12/21 \$16400 CON EXT. TO 02/28/25
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	20,000							20,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	600							600	
PS&E	2,000							2,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W	1,000							1,000	
CON	16,400							16,400	
TOTAL	20,000							20,000	

Complete this page for amendments only				Date 09/05/2023 16:59:53	
District	County	Route	EA	Project ID	PPNO
75	Stanislaus County			0021000225	2191

SECTION 1 - All Projects

Project Background

na

Programming Change Requested

Reason for Proposed Change

na

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

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/06/2023 08:32:22
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
12	0Q950	1218000006	2833C	Caltrans District 12		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Orange County	5	28.900	44.400			
				MPO	Element	
				SCAG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Janilee Jablonski			949-279-8850	janilee.jablonski@dot.ca.gov		

Project Title

Interstate 5 (I-5) Managed Lanes Multimodal Operational Improvements.

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

In and near the cities of Irvine, Tustin, Orange, Santa Ana, Anaheim, Fullerton, Buena Park, La Mirada, and Santa Fe Springs, from Red Hill Avenue to the Orange/Los Angeles County line. I-5 Managed Lanes Multimodal Operational improvements addressing High Occupancy Vehicle (HOV) lane degradation using the Progressive Design Build delivery method. The Project would convert the existing HOV lane to an Express Lane, in each direction, between Red Hill Avenue and SR 55; convert two existing HOV lanes to Express Lanes, in each direction, between SR 55 and SR 57; convert the existing HOV lane to an Express Lane, in each direction, from SR 57 to the Orange/Los Angeles County Line; and construct additional Express Lane, in each direction, between SR 57 and SR 91.

Component	Implementing Agency
PA&ED	Caltrans District 12
PS&E	Caltrans District 12
Right of Way	Caltrans District 12
Construction	Caltrans District 12

Legislative Districts

Assembly:	65,68,69	Senate:	32,34,37,29	Congressional:	39,45,46
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Project Milestone	Existing	Proposed
Project Study Report Approved	11/21/2019	
Begin Environmental (PA&ED) Phase	06/01/2021	06/01/2021
Circulate Draft Environmental Document	12/01/2022	06/05/2023
Draft Project Report	12/01/2022	05/31/2023
End Environmental Phase (PA&ED Milestone)	12/01/2023	01/08/2024
Begin Design (PS&E) Phase	12/01/2023	12/01/2023
End Design Phase (Ready to List for Advertisement Milestone)	08/19/2024	10/17/2025
Begin Right of Way Phase	10/01/2023	10/01/2023
End Right of Way Phase (Right of Way Certification Milestone)	08/01/2025	08/01/2025
Begin Construction Phase (Contract Award Milestone)	05/01/2026	01/05/2026
End Construction Phase (Construction Contract Acceptance Milestone)	08/01/2029	08/01/2029
Begin Closeout Phase	12/01/2030	12/01/2030
End Closeout Phase (Closeout Report)	12/01/2032	12/01/2032

Date 12/06/2023 08:32:22

Purpose and Need

Purpose: The purpose of the Project is to improve overall movement of people and goods along this section of I-5. The proposed improvements along the I-5 corridor will accomplish the following objectives:

- Improving the overall regional managed lanes network operations
- Improving mobility and trip reliability
- Maximizing person throughput by facilitating efficient movement of bus and rideshare users
- Applying technology to help manage traffic demand

Need: Deficiencies on I-5 within the Project limits are summarized below:

- HOV lane degradation (does not meet the federal performance standards)
- Demand exceeds existing capacity
- Operational deficiencies

NHS Improvements ☒ YES ☐ NO

Roadway Class 1

Reversible Lane 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)	HOV/HOT mainline constructed	Miles	54

Date 12/06/2023 08:32:22

Additional Information

Daily Vehicle Hours of Delay performance is for year 2055.

On September 26, 2023, ACSC – Alternative Contracting Steering Committee approved the Project to move forward with the Progressive Design Build delivery method.

The Progressive Design Build process requires to contract with an entity that will prepare preliminary engineering ahead of entering into construction contract. This is a different path than the original intent of Design Build delivery method, therefore additional PS&E funding is needed.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	27,822	28,793	-971
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	328	338	-10
			PM 10 Tons	1,259	1,296	-37
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	458,021	474,417	-16,396
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	159	168	-9
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	5,516	5,747	-231
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	881	936	-55

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

Interstate 5 (I-5) Managed Lanes Multimodal Operational Improvements.

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)	15,000							15,000	Caltrans District 12
PS&E	12,500							12,500	Caltrans District 12
R/W SUP (CT)	2,200							2,200	Caltrans District 12
CON SUP (CT)		68,000						68,000	Caltrans District 12
R/W	8,700							8,700	Caltrans District 12
CON		311,000						311,000	Caltrans District 12
TOTAL	38,400	379,000						417,400	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	15,000							15,000	
PS&E	40,500							40,500	
R/W SUP (CT)	300							300	
CON SUP (CT)			67,000					67,000	
R/W	600							600	
CON			333,000					333,000	
TOTAL	56,400		400,000					456,400	

Fund #1:	Other State - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									SHOPP
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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 Funding (\$1,000s)									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 #2:	IIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ PSE fund for bridging documents (RFP) which contains Design Build Contract, Project Requirements, Applicable Standards and Instruction to the Proposer.
PS&E									
R/W SUP (CT)	2,200							2,200	
CON SUP (CT)									
R/W	4,396							4,396	
CON									
TOTAL	6,596							6,596	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Project alignment refinement avoided right-of-way requirements. \$600K right-of-way fund is for pothole and mitigation (\$300K ROW support).
PS&E									
R/W SUP (CT)	300							300	
CON SUP (CT)									
R/W	300							300	
CON									
TOTAL	600							600	
Fund #3:	Future Need - STIP (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 12
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	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									2024 ITIP for 25/26
PS&E									
R/W SUP (CT)									
CON SUP (CT)			14,000					14,000	
R/W									
CON			34,000					34,000	
TOTAL			48,000					48,000	

Fund #4:	IIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	2,200							2,200	Caltrans HQ PSE fund for bridging documents (RFP) which contains Design Build Contract, Project Requirements, Applicable Standards and Instruction to the Proposer.
PS&E	12,500							12,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W	4,304							4,304	
CON									
TOTAL	19,004							19,004	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	2,200							2,200	PDB delivery method advances an upfront cost of \$18M for the pre-construction (PS&E) phase, which could impact the 2026 ITIP.
PS&E	40,500							40,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W	300							300	
CON									
TOTAL	43,000							43,000	
Fund #5:	Future Need - 2024 SB-1 Cycle 4 SCCP and TCEP (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 12
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Seek 2024 SB-1 Cycle 4 for SCCP, TCEP, or a combination of both.
PS&E									
R/W SUP (CT)									
CON SUP (CT)			53,000					53,000	
R/W									
CON			299,000					299,000	
TOTAL			352,000					352,000	

Complete this page for amendments only					Date 12/06/2023 08:32:22
District	County	Route	EA	Project ID	PPNO
12	Orange County	5	0Q950	1218000006	2833C

SECTION 1 - All Projects

Project Background

No amendment

Programming Change Requested

Reason for Proposed Change

None

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

The project has been approved for Progressive Design Build delivery method.

SECTION 2 - For SB1 Project Only

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

None

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	10/10/2023 21:13:18
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
75			9879	Capitol Corridor Joint Powers Authority		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Placer County				Placer County Transportation Planning Agency		
				MPO	Element	
				SACOG	Rail	
Project Manager/Contact			Phone	Email Address		
James Allison			510-910-5162	JimA@capitolcorridor.org		

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 Joint Powers Authority
PS&E	Capitol Corridor Joint Powers Authority
Right of Way	Capitol Corridor Joint Powers Authority
Construction	Capitol Corridor Joint Powers Authority

Legislative Districts

Assembly:	6	Senate:	1	Congressional:	4
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	01/15/2012	01/15/2012
Circulate Draft Environmental Document Document Type EIR	11/18/2015	11/18/2015
Draft Project Report	11/15/2016	11/15/2016
End Environmental Phase (PA&ED Milestone)	11/18/2015	11/18/2015
Begin Design (PS&E) Phase	08/01/2017	08/01/2017
End Design Phase (Ready to List for Advertisement Milestone)	10/31/2024	10/31/2024
Begin Right of Way Phase	12/01/2017	12/01/2017
End Right of Way Phase (Right of Way Certification Milestone)	04/30/2024	04/30/2024
Begin Construction Phase (Contract Award Milestone)	11/01/2024	11/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)	10/31/2028	10/31/2028
Begin Closeout Phase	10/31/2028	10/31/2028
End Closeout Phase (Closeout Report)	04/30/2029	04/30/2029

Date 10/10/2023 21:13:18

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. A corresponding marginal improvement in freight goods movement via rail and a corresponding offset in goods movement via trucking via routes from SF Bay Area through Sacramento and points east is expected. The CCJPA Board has identified this as a priority project and the 3 Northern California MPOs and 1 RTPA have this project on the top 12 megaregional project list.

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	Miles of new track	Miles	6.75

Date 10/10/2023 21:13:18

Additional Information

The following are notes meant for the Uncommitted funding source(s) where field room would not fit the following details. CCJPA's 2021 CRISI application to FRA was not selected the CCJPA will have submitted a request for the 2022 CRISI program which will apparently be decided if awarded by FRA inSeptember 2023. The CCJPA didsubmit for Cycle 6 TIRCP project funding due in early December 2022 and was awarded that in March 2023. Additionally, SCC funding will be the subject of a PCTPA led application in 2022 where they will be a nominating agency with SACOG as the regional MPO (these selections are only needed as related to the SCC funding). SACOG has approved funding support via a rotating capital fund matching program and at this point the exact source of funding is not specified but for now a place holder of CMAQ is identified.

Costs and timing have been adjusted since a prior ePPR for this project. BCA information presented is based on the 2021 CRISI application with results of the 2022 CRISI application looking very similar.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	23,604,265	23,615,079	-10,814
			VTM per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	5,094	0	5,094
			Hours per Capita	0	95,448	-95,448
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	125,949	126,103	-154
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	1	-1
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0.358	0.801	-0.443
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0.09	-0.09
			PM 10 Tons	0	0.1	-0.1
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	38,111.4	-38,111.4
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	3.66	-3.66
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0.2	-0.2
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	106	-106
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	8.04	-8.04
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	3	3	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.0425	0.0425	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	12.8	13.56	-0.76
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0.1813	0.1813	0
Accessibility	Optional	Number of Jobs Accessible by Mode	Number	590,562	590,427	135
	Optional	Number of Destinations Accessible by Mode	Number	782	781	1
	Optional	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	17.1	17.1	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	4,403	0	4,403
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.14	0	1.14
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
75	Placer County				9879
Project Title					
Sacramento to Roseville 3rd Mainline Track					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)	3,530							3,530	Capitol Corridor Joint Powers Author
PS&E	18,481							18,481	Capitol Corridor Joint Powers Author
R/W SUP (CT)									Capitol Corridor Joint Powers Author
CON SUP (CT)									Capitol Corridor Joint Powers Author
R/W	39,968							39,968	Capitol Corridor Joint Powers Author
CON		152,010						152,010	Capitol Corridor Joint Powers Author
TOTAL	61,979	152,010						213,989	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	3,530							3,530	
PS&E	18,481							18,481	
R/W SUP (CT)									
CON SUP (CT)									
R/W	39,968							39,968	
CON		152,010						152,010	
TOTAL	61,979	152,010						213,989	

Fund #1:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code
	Existing Funding (\$1,000s)								30.20.020.000
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Partially allocated at present
PS&E	6,099							6,099	
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,380							2,380	
CON									
TOTAL	8,479							8,479	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	6,099							6,099	
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,380							2,380	
CON									
TOTAL	8,479							8,479	

Fund #2:	State Bond - High Speed Passenger Train Bond Program (Propositio (Committed))								Program Code
Existing Funding (\$1,000s)									Bond Funding
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ Partially allocated at this time\$248 RW voted 06/27/17 \$5492 PSE voted 06/27/17
PS&E	8,977							8,977	
R/W SUP (CT)									
CON SUP (CT)									
R/W	11,130							11,130	
CON		31,863						31,863	
TOTAL	20,107	31,863						51,970	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	8,977							8,977	
R/W SUP (CT)									
CON SUP (CT)									
R/W	11,130							11,130	
CON		31,863						31,863	
TOTAL	20,107	31,863						51,970	
Fund #3:	State Bond - Intercity rail improvements (Committed)								Program Code
Existing Funding (\$1,000s)									Bond Funding
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ Partially allocated at this time\$1939 PSE voted 06/27/17 \$87 RW voted 06/27/17
PS&E	3,152							3,152	
R/W SUP (CT)									
CON SUP (CT)									
R/W	3,909							3,909	
CON		11,190						11,190	
TOTAL	7,061	11,190						18,251	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	3,152							3,152	
R/W SUP (CT)									
CON SUP (CT)									
R/W	3,909							3,909	
CON		11,190						11,190	
TOTAL	7,061	11,190						18,251	

Fund #4:	IIP - Public Transportation Account (Committed)								Program Code
Existing Funding (\$1,000s)									30.20.020.720
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	3,530							3,530	Caltrans HQ
PS&E									Used for CEQA and initial design - already expended\$252 PAED voted 11/02/00 \$3530 PAED voted 01/20/11
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,530							3,530	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,530							3,530	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,530							3,530	
Fund #5:	Local Funds - CCJPA CCRP funds (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Capitol Corridor Joint Powers Author
PS&E	253							253	Funds are CCJPA's own annual operating revenue funds over the Amtrak contract ammount
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	253							253	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	253							253	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	253							253	

Fund #6:	Federal Disc. - Commuter Authority Rail Safety Improvement (CARSI) (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.400.300
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Discretionary 2022 CRISI award by FRA; award decision expected April/May/June 2023. Tied to ITIP in this project- see notes there.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		42,506						42,506	
TOTAL		42,506						42,506	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		42,506						42,506	
TOTAL		42,506						42,506	
Fund #7:	IIP - Public Transportation Account (Committed)								Program Code
Existing Funding (\$1,000s)									30.20.020.720
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									This is now showing as committed funding pending CTC approval on a STIP amendment.to take this from a reserve of \$30 million in the STIP
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		30,000						30,000	
TOTAL		30,000						30,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		30,000						30,000	
TOTAL		30,000						30,000	

Fund #8:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.207.811
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Capitol Corridor Joint Powers Author awarded from Cycle 6
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	22,549							22,549	
CON		7,451						7,451	
TOTAL	22,549	7,451						30,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	22,549							22,549	
CON		7,451						7,451	
TOTAL	22,549	7,451						30,000	
Fund #9:	Other State - State Railroad Assistance (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.207.811
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Capitol Corridor Joint Powers Author Direct allocation to CCJPA or discretionary allocation from CalSTA to CCJPA - TBD in FY award year
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,000						2,000	
TOTAL		2,000						2,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,000						2,000	
TOTAL		2,000						2,000	

Fund #10:	Other Fed - SACOG Rotating Match Fund Source (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.300
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Sacramento Area Council of Governm \$2M of rotating SACOG capital match funds - CMAQ a possible source but TBD by SACOG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,000						2,000	
TOTAL		2,000						2,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,000						2,000	
TOTAL		2,000						2,000	
Fund #11:	State SB1 SCCP - Solution for Congested Corridors Program (Committed)								Program Code
Existing Funding (\$1,000s)									30.20.110.000
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									PCTPA is the co-nominating agency; these SCC funds are part of a mix of committed/uncommitted (with various timing resolutions) to deliver full project funding via several discretionary sources.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		25,000						25,000	
TOTAL		25,000						25,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		25,000						25,000	
TOTAL		25,000						25,000	

Complete this page for amendments only					Date 10/10/2023 21:13:18
District	County	Route	EA	Project ID	PPNO
75	Placer County				9879

SECTION 1 - All Projects

Project Background

na

Programming Change Requested

Reason for Proposed Change

project carry over

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

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	10/09/2023 08:37:49
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
75			9885	Caltrans HQ		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
VAR						
				MPO	Element	
				NON-MPO	Rail	
Project Manager/Contact			Phone	Email Address		
Shalini Chandra			916-216-3449	shalini.chandra@dot.ca.gov		

Project Title

Rail Reserve

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

Rail Reserve

Component	Implementing Agency
PA&ED	Caltrans HQ
PS&E	Caltrans HQ
Right of Way	Caltrans HQ
Construction	Caltrans HQ

Legislative Districts

Assembly:	1	Senate:	1	Congressional:	1
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document	Document Type	
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		
End Construction Phase (Construction Contract Acceptance Milestone)		
Begin Closeout Phase		06/30/2030
End Closeout Phase (Closeout Report)		06/30/2031

Date 10/09/2023 08:37:49

Purpose and Need

This project is created for rail reserve funds. Funds will need to be reprogrammed to other projects for project delivery.

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	Miles of new track	Miles	0.001

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
75	VAR				9885
Project Title					
Rail Reserve					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				7,500				7,500	
TOTAL				7,500				7,500	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				7,500				7,500	
TOTAL				7,500				7,500	

Fund #1:	IIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				7,500				7,500	
TOTAL				7,500				7,500	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				7,500				7,500	
TOTAL				7,500				7,500	

Complete this page for amendments only					Date 10/09/2023 08:37:49
District	County	Route	EA	Project ID	PPNO
75	VAR				9885

SECTION 1 - All Projects

Project Background

NA

Programming Change Requested

Reason for Proposed Change

NA

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

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/11/2023 22:44:07
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
75			9887	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agen		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Ventura County				Ventura County Transportation Commission		
				MPO	Element	
				SCAG	Rail	
Project Manager/Contact			Phone	Email Address		
James Campbell			714-560-5390	jcampbell@octa.net		

Project Title

Leesdale Passing Siding

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

In Oxnard/Camarillo, provide 3 miles of double tracking between the Leesdale Siding (MP408.44) in Camarillo and the Oxnard Yard on Rose Avenue (MP 405.45) in order to connect Leesdale Siding to the continuous double tracking between Oxnard Yard and Oxnard Station for a total of 4.5 miles of continuous double tracking.

Component		Implementing Agency	
PA&ED	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (
PS&E	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (
Right of Way	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (
Construction	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (
Legislative Districts			
Assembly:	38,42	Senate:	21
		Congressional:	26
Project Milestone		Existing	Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			08/01/2022
Circulate Draft Environmental Document	Document Type		05/01/2023
Draft Project Report			09/01/2023
End Environmental Phase (PA&ED Milestone)			10/01/2023
Begin Design (PS&E) Phase			12/01/2023
End Design Phase (Ready to List for Advertisement Milestone)			07/01/2024
Begin Right of Way Phase			12/01/2023
End Right of Way Phase (Right of Way Certification Milestone)			07/01/2024
Begin Construction Phase (Contract Award Milestone)			10/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)			11/01/2026
Begin Closeout Phase			11/01/2026
End Closeout Phase (Closeout Report)			11/01/2027

Date 12/11/2023 22:44:07

Purpose and Need

The existing configuration results in a bottleneck on the rail line impacting the entire corridor. This project would allow for service expansion, improved reliability, and reduced travel time. Specifically, the project will provide direct benefits to Metrolink and Pacific Surfliner services in this area by allowing for 30-minute frequencies.

NHS Improvements	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class	NA	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

Project Outputs			
Category	Outputs	Unit	Total
Rail/ Multi-Modal	Miles of new track	Miles	3.2

Date 12/11/2023 22:44:07

Additional Information

Performance Measures are combined total that include Camarillo Undercrossing project (ePPR-6155-2023-0003).

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	2,287,130	2,329,600	-42,470
			VTM per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	1,924,484	0	1,924,484
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-69,206	0	-69,206
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-8	0	-8
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	-1	0	-1
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-165	0	-165
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-11	0	-11
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,138	0	1,138
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	3.1	0	3.1
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	28,080	28,080	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	218,400	109,200	109,200

District	County	Route	EA	Project ID	PPNO
75	Ventura County				9887
Project Title					
Leesdale Passing Siding					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Los Angeles-San Diego-San Luis Obispo
PS&E									Los Angeles-San Diego-San Luis Obispo
R/W SUP (CT)									Los Angeles-San Diego-San Luis Obispo
CON SUP (CT)									Los Angeles-San Diego-San Luis Obispo
R/W									Los Angeles-San Diego-San Luis Obispo
CON									Los Angeles-San Diego-San Luis Obispo
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	6,000							6,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		63,500						63,500	
TOTAL	6,000	63,500						69,500	

Fund #1:	IIP - STIP Advance Construction (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)									CTC approved ITIP funds set aside in STIP adoption resolution; STIP funds awarded June 2023.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		20,000						20,000	
TOTAL		20,000						20,000	

Fund #2:	Other State - STA Transit Assist (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Los Angeles-San Diego-San Luis Obispo
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	6,000							6,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	6,000							6,000	
Fund #3:	State SB1 SCCP - Solution for Congested Corridors Program (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		43,500						43,500	
TOTAL		43,500						43,500	

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	12/12/2023 17:16:30	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
75			9888	San Joaquin Joint Powers Authority			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
San Joaquin County							
				MPO	Element		
				SJCOG	Rail		
Project Manager/Contact			Phone	Email Address			
Laurence Farrell			510-358-0001	laurence@acerrail.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 Regional Rail Commission
PS&E	San Joaquin Joint Powers Authority
Right of Way	San Joaquin Regional Rail Commission
Construction	San Joaquin Joint Powers Authority

Legislative Districts

Assembly:	13	Senate:	5	Congressional:	9
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Project Milestone	Existing	Proposed
Project Study Report Approved	09/20/2021	
Begin Environmental (PA&ED) Phase	07/01/2022	08/01/2025
Circulate Draft Environmental Document		10/01/2025
Draft Project Report	08/31/2022	09/20/2021
End Environmental Phase (PA&ED Milestone)	09/30/2022	10/01/2025
Begin Design (PS&E) Phase	10/01/2022	04/01/2026
End Design Phase (Ready to List for Advertisement Milestone)	06/30/2023	05/15/2027
Begin Right of Way Phase		01/01/2026
End Right of Way Phase (Right of Way Certification Milestone)		05/01/2027
Begin Construction Phase (Contract Award Milestone)	07/01/2023	12/01/2027
End Construction Phase (Construction Contract Acceptance Milestone)	06/30/2024	07/01/2029
Begin Closeout Phase	07/01/2024	07/02/2029
End Closeout Phase (Closeout Report)	09/30/2024	10/01/2029

Date 12/12/2023 17:16:30

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.

NHS Improvements	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class	NA	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Miles of new track	Miles	2

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Throughput (Freight)	TCEP	Change in Rail Volume	# of Trailers	1	0	1
			# of Containers	0	0	0

District	County	Route	EA	Project ID	PPNO
75	San Joaquin County				9888
Project Title					
San Joaquin Street Station Layover Track					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									San Joaquin Regional Rail Commiss
PS&E				1,000				1,000	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					6,000			6,000	San Joaquin Joint Powers Authority
TOTAL				1,000	6,000			7,000	
Proposed Total Project Cost (\$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	

Fund #1:	IIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									30.20.020.720
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
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	
Proposed Funding (\$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	

Complete this page for amendments only					Date 12/12/2023 17:16:30
District	County	Route	EA	Project ID	PPNO
75	San Joaquin County				9888

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

Reason for Proposed Change

Per Caltrans's request, SJRRC is providing an updated schedule for the project.

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/14/2023 09:40:21
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
75			9891	Riverside County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Riverside County				Caltrans HQ	
				MPO	Element
				SCAG	Rail
Project Manager/Contact			Phone	Email Address	
Sheldon Peterson			951-787-7141	SPeterson@RCTC.org	

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).

THROUGH THIS SCOPE, TIER 2 ENVIRONMENTAL WILL BE COMPLETED. DESIGN AND CONSTRUCTION PHASES WILL LIKELY BE SEGMENTED FOR EASE OF DELIVERY AND CONTINGENT UPON FUNDING AVAILABILITY. 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
PS&E	Riverside County Transportation Commission
Right of Way	Riverside County Transportation Commission
Construction	Riverside County Transportation Commission

Legislative Districts

Assembly: 65,68,40,42,47,51,53,55,56,57,58,60 Senate: 32,33,20,37,23,24,28,29,31 Congressional: 34,36,38,39,40,41,42,45,46,31

Project Milestone	Existing	Proposed
Project Study Report Approved	09/29/2021	
Begin Environmental (PA&ED) Phase	07/01/2023	07/01/2024
Circulate Draft Environmental Document Document Type EIR/EIS	07/01/2029	07/01/2030
Draft Project Report	12/31/2029	12/31/2030
End Environmental Phase (PA&ED Milestone)	06/01/2030	06/01/2031
Begin Design (PS&E) Phase	09/01/2030	09/01/2031
End Design Phase (Ready to List for Advertisement Milestone)	03/31/2032	03/31/2033
Begin Right of Way Phase	09/01/2030	09/01/2031
End Right of Way Phase (Right of Way Certification Milestone)	03/31/2032	03/31/2033
Begin Construction Phase (Contract Award Milestone)	07/01/2032	07/01/2033
End Construction Phase (Construction Contract Acceptance Milestone)	06/30/2035	06/30/2036
Begin Closeout Phase	01/01/2036	01/01/2037
End Closeout Phase (Closeout Report)	06/30/2036	06/30/2037

Date 12/14/2023 09:40:21

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

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs			
Category	Outputs	Unit	Total
Rail/ Multi-Modal	Miles of new track	Miles	76
Rail/ Multi-Modal	New stations	EA	6

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. Outputs and performance measures identified will be delivered at project completion.

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.

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

District	County	Route	EA	Project ID	PPNO
75	Riverside County				9891
Project Title					
Coachella Valley-San Gorgonio Pass Rail Corridor Service					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)	55,085		10,000					65,085	Riverside County Transportation Com
PS&E							100,000	100,000	Riverside County Transportation Com
R/W SUP (CT)									Riverside County Transportation Com
CON SUP (CT)									Riverside County Transportation Com
R/W							123,250	123,250	Riverside County Transportation Com
CON							1,284,100	1,284,100	Riverside County Transportation Com
TOTAL	55,085		10,000				1,507,350	1,572,435	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	39,427		25,658					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	39,427		25,658				1,507,350	1,572,435	

Fund #1:	Other Fed - Federal Railroad Administration Earmarks (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.010.300
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	2,982							2,982	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,982							2,982	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	2,982							2,982	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,982							2,982	

Fund #2:	State Bond - Public Transportation Modernization Improvement (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.400
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	1,000							1,000	Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,000							1,000	
Proposed Funding (\$1,000s)									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 - STA Transit Assist (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.207.811
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
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	
Proposed Funding (\$1,000s)									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 - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									30.20.020.720
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)			10,000					10,000	Caltrans HQ
PS&E									PAED inclds Tier 1 Prgm-lvl env. \$5,085 alloc./oblgted w prior yr FRA,STA&PTIMSEA funds. phse expctd compl. by mid-2022.Tier 2 Project-lvl env. wld bgn FY24 & inclds ITIP/RTIP, SRA, a oth. fed. funds.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			10,000					10,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			10,000					10,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			10,000					10,000	
Fund #5:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									30.20.020.630
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	15,658							15,658	Riverside County Transportation Com
PS&E									RCTC board approval to program STIP-RIP on October 13, 2021. CTC vote anticipated on March 23-24, 2022.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	15,658							15,658	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			15,658					15,658	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			15,658					15,658	

Fund #6:	Other State - State Rail Assistance (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.207.811
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
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	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	5,942							5,942	
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 Funding (\$1,000s)									20.30.010.820
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	28,400							28,400	CMAQ may be supplanted with FRA CRISI funds; awards anticipated by USDOT/FRA spring 2022.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	28,400							28,400	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	28,400							28,400	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	28,400							28,400	

Fund #8:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
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	
Proposed Funding (\$1,000s)									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	

Complete this page for amendments only					Date 12/14/2023 09:40:21
District	County	Route	EA	Project ID	PPNO
75	Riverside County				9891

SECTION 1 - All Projects

Project Background

Project first programmed in 2022 STIP.

Programming Change Requested

Originally requested STIP programming in FY 23/24. Due to capacity, CTC could not accommodate the request and programmed STIP-RIP and STIP-IIP in FY 25/26. The RIP programming change was never reflected in subsequent ePPRs.

Reason for Proposed Change

STIP capacity.

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

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/14/2023 21:31:05
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
75			9892	San Joaquin Joint Powers Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Sacramento County		121.300	123.900		
				MPO	Element
				SACOG	Rail
Project Manager/Contact			Phone	Email Address	
Brian Shmidt			209-944-6241	brian@acerrail.com	

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 Regional Rail Commission
PS&E	San Joaquin Joint Powers Authority
Right of Way	San Joaquin Regional Rail Commission
Construction	San Joaquin Joint Powers Authority

Legislative Districts

Assembly:	9	Senate:	6	Congressional:	7
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	09/13/2019	09/13/2019
Circulate Draft Environmental Document		
Document Type		
Draft Project Report	03/30/2020	03/30/2020
End Environmental Phase (PA&ED Milestone)	10/02/2020	10/02/2020
Begin Design (PS&E) Phase	03/31/2022	03/31/2022
End Design Phase (Ready to List for Advertisement Milestone)	07/01/2022	01/04/2024
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)	09/30/2022	03/29/2024
End Construction Phase (Construction Contract Acceptance Milestone)	03/31/2023	08/19/2024
Begin Closeout Phase	03/31/2023	08/19/2024
End Closeout Phase (Closeout Report)	04/30/2023	01/18/2025

Date 12/14/2023 21:31:05

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

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	Miles of rehabilitated track	Miles	2.6

Additional Information

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

District	County	Route	EA	Project ID	PPNO
75	Sacramento County				9892
Project Title					
Philips Siding Rehabilitation					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									San Joaquin Regional Rail Commiss
PS&E	673							673	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			6,509					6,509	San Joaquin Joint Powers Authority
TOTAL	673		6,509					7,182	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	1,555							1,555	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			6,509					6,509	
TOTAL	1,555		6,509					8,064	

Fund #1:	IIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								30.20.020.720
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			6,509					6,509	
TOTAL			6,509					6,509	
Proposed 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	

Fund #2:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.207.811
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio Previously allocated funding from 2018 Valley Rail TIRCP Reward. Program Supplement 10SJRRCPs-04-A4 EA# R387GF
PS&E	673							673	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	673							673	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	1,555							1,555	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,555							1,555	

Complete this page for amendments only					Date 12/14/2023 21:31:05
District	County	Route	EA	Project ID	PPNO
75	Sacramento County				9892

SECTION 1 - All Projects

Project Background

na

Programming Change Requested

Reason for Proposed Change

na

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

Attachments

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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO				Date	08/04/2023 10:03:41
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
75	R524GA	1023000148	9893	San Joaquin Joint Powers Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Sacramento County		122.500	127.500		
				MPO	Element
				SACOG	Rail
Project Manager/Contact			Phone	Email Address	
Laurence Farrell, P.E., PM			510-358-0001	laurence@acerrail.com	

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.

Component	Implementing Agency
PA&ED	San Joaquin Joint Powers Authority
PS&E	San Joaquin Joint Powers Authority
Right of Way	San Joaquin Regional Rail Commission
Construction	San Joaquin Joint Powers Authority

Legislative Districts

Assembly:	9	Senate:	6	Congressional:	7
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	07/01/2022	07/01/2023
Circulate Draft Environmental Document	12/31/2022	07/01/2024
Draft Project Report	03/30/2023	07/01/2025
End Environmental Phase (PA&ED Milestone)	03/30/2023	07/01/2025
Begin Design (PS&E) Phase	07/01/2023	08/01/2025
End Design Phase (Ready to List for Advertisement Milestone)	06/30/2024	02/01/2026
Begin Right of Way Phase		07/01/2025
End Right of Way Phase (Right of Way Certification Milestone)		07/01/2026
Begin Construction Phase (Contract Award Milestone)	09/30/2024	08/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)	06/30/2025	12/01/2027
Begin Closeout Phase	07/01/2025	01/01/2028
End Closeout Phase (Closeout Report)	09/30/2025	03/01/2028

Date 08/04/2023 10:03:41

Purpose and Need

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. 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 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	Miles of rehabilitated track	Miles	7.1

Additional Information

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

District	County	Route	EA	Project ID	PPNO
75	Sacramento County		R524GA	1023000148	9893
Project Title					
Elk Grove to Philips Siding Rail Operational and Capacity Improvements Project					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	1,948							1,948	San Joaquin Joint Powers Authority
PS&E				5,846				5,846	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			45,522					45,522	San Joaquin Joint Powers Authority
TOTAL	1,948		45,522	5,846				53,316	
Proposed Total Project Cost (\$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	

Fund #1:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.207.811
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
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	
Proposed Funding (\$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 - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									30.20.020.720
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	1,948							1,948	Caltrans HQ
PS&E				5,846				5,846	\$1948 PAED voted 03/22/23
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,948			5,846				7,794	
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	

Complete this page for amendments only					Date 08/04/2023 10:03:41
District	County	Route	EA	Project ID	PPNO
75	Sacramento County		R524GA	1023000148	9893

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

N/A

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/04/2023 16:38:31	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
04	4W480		2355	Caltrans HQ			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Alameda County							
				MPO	Element		
				MTC	Local Assistance		
Project Manager/Contact			Phone	Email Address			
Gavin Lohry			415-778-6676	glohry@bayareametro.gov			

Project Title

Bay Skyway Phase 1 - West Oakland Link

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

Bay Skyway Phase 1, located in the San Francisco Bay Area, is a bicycle highway on the I-80 /interregional corridor from West Oakland to Treasure Island and downtown San Francisco. This project helps to complete a missing link in the Bay Trail that will connect San Francisco with the East Bay. The West Oakland Link connects West Oakland with the existing Bay Bridge East Span path/Bay Trail, as a separate path along West Grand Avenue's south side.

The West Oakland Link multi-use path provides a safe biking, e-biking, and walking connection between the existing Bay Bridge East Span and West Oakland. Users of this path can use the existing Bay Bridge East Span path to connect to the Yerba Buena Island Multi-Use Path as part of the Bay Skyway Phase 1. These two connections will provide the 24,000 future residents of Treasure Island a first/last mile active transportation connection with intercity rail services, including BART, Capitol Corridor, and Amtrak service in Oakland.

Component	Implementing Agency
PA&ED	Metropolitan Transportation Commission
PS&E	Metropolitan Transportation Commission
Right of Way	Metropolitan Transportation Commission
Construction	Metropolitan Transportation Commission

Legislative Districts

Assembly:	18	Senate:	9	Congressional:	12
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Project Milestone	Existing	Proposed
Project Study Report Approved	11/17/2023	
Begin Environmental (PA&ED) Phase		10/13/2013
Circulate Draft Environmental Document	Document Type (ND/MND)/FONSI	06/15/2022
Draft Project Report		07/14/2022
End Environmental Phase (PA&ED Milestone)		01/31/2024
Begin Design (PS&E) Phase		07/11/2023
End Design Phase (Ready to List for Advertisement Milestone)		05/30/2025
Begin Right of Way Phase		02/05/2024
End Right of Way Phase (Right of Way Certification Milestone)		11/15/2024
Begin Construction Phase (Contract Award Milestone)		12/12/2025
End Construction Phase (Construction Contract Acceptance Milestone)		04/28/2028
Begin Closeout Phase		05/29/2028
End Closeout Phase (Closeout Report)		10/27/2028

Date 12/04/2023 16:38:31

Purpose and Need

There are multiple objectives that Bay Skyway Phase 1 will support, benefiting the needs of the communities in the project area, the region, and State goals. California is dedicated to reducing CO2 emissions across the state. Transportation drives 50% of these emissions. Shifting trips to walking, biking, and e-bikes is the most effective way of reducing these emissions. Bay Skyway Phase 1 will offer 1.3 million people the choice of using bike/e-bike to cross this congested corridor, rather than relying on emitting transportation modes. Additionally, Bay Skyway Phase 1 includes a low-cost transit option for communities in the corridor.

The purpose of the Project is to provide a safe connection for bicyclist and pedestrians to travel between West Oakland and the Bay Bridge Trail, Treasure Island, and eventually San Francisco. The West Oakland Link will eliminate these barriers by constructing a Class I path to connect Mandela Parkway, amid multiple Disadvantaged Communities, with the existing Class I Bay Bridge East Span pathway. This 1.1-mile project will run parallel to West Grand Avenue as it flies over industrial properties, two sets of railroad tracks, and Maritime Street. Currently, the route does not provide access for bicyclists and provides limited access for pedestrians. Active transportation access between West Oakland and the Bay Trail/Bay Bridge pathway is blocked by frequent rail and truck traffic serving the Port of Oakland. While it is possible to reach the shoreline on foot and by bike, doing so means walking on a narrow sidewalk or sharing a lane with fast-moving freeway-bound traffic; crossing a right-turn lane/freeway on-ramp and a 3-track at-grade railroad crossing; and sharing one of the Port's primary access roadways with high truck traffic.

NHS Improvements	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class	NA	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

Project Outputs			
Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	1.15
Active Transportation	Sidewalk miles	Miles	1.15
Active Transportation	# Signs, lights, greenway, or other safety / beautification	EA	200
ADA Improvements	Repair/upgrade curb ramp	EA	2

Additional Information

The Bay Area Toll Authority (BATA) is also an implementing agency for the West Oakland Link. The implementing agencies for PA&ED and PS&E are BATA / MTC, and MTC for ROW and Construction.

A request has been submitted to CalSMART to add BATA to the list of agencies in the General Info tab. This request is being processed.

Interregional Benefits of the Bay Skyway Phase 1 which includes the West Oakland Link
As part of the Bay Skyway Phase 1 Project, the Yerba Buena Island (YBI) Multi-Use Path and West Oakland Link (WOL) Path will connect local communities in YBI, Treasure Island, and East San Francisco Bay Area residents, particularly disadvantaged communities in West Oakland, to San Francisco. On the east end, the WOL will provide safer access for bicyclists and pedestrians by separating them from vehicles traveling from West Oakland to the existing Bay Skyway East Span Path, located on the San Francisco-Oakland Bay Bridge (I-80) to YBI. From there, the YBI multi-use path will connect the existing Bay Skyway East Span Path from YBI to the Treasure Island Ferry Terminal, where travelers can continue their journey to San Francisco via ferry service. Bay Skyway Phase 1 is estimated to reduce VMT, and person-hours traveled on the Bay Bridge and Transbay Corridor by 192.3 million miles and 13.6 million hours over the 20 years of analysis. The West Oakland Link is particularly important to improve safety and freight operations by eliminating interactions between trucks and freight rail cars at the Port of Oakland by creating an elevated path above the Port's infrastructure. The Port of Oakland handles 99 percent of all containerized goods that move through Northern California, with many trucks utilizing the Bay Bridge Transbay Corridor to move goods to the San Francisco Peninsula and communities along the California coast. One of the benefits of the Bay Skyway Phase 1 Project is that it will encourage local drivers to switch to active transportation, thus freeing up capacity and improving traffic on the Bay Bridge for freight trucks to transport cargo more efficiently to other regions. A preliminary study showed that up to 10% of automobile trips on the Bay Bridge can be served by bikes.

The overall plan is to connect the YBI multi-use path from YBI to San Francisco via the planned Bay Skyway Phase 2 West Span Path to provide a multi-use path across the San Francisco Bay from West Oakland to San Francisco. This would provide a low-cost, active transportation alternative to driving across the San Francisco-Oakland Bay Bridge, mitigating congestion and providing an alternative emergency evacuation route. The Bay Skyway Phase 1 also provides an alternative evacuation route from Treasure Island (also from San Francisco via ferry) to the East Bay in emergencies when traffic on the Bay Bridge is disrupted. In addition to adding bicycle, pedestrian, and micromobility trips as an option for the busy Transbay corridor, the Bay Skyway Phase 1 will help improve transit by helping fund charging infrastructure for a frequent electric ferry between Treasure Island and downtown San Francisco. In addition, the City of San Francisco has a high tourism volume from outside of the region. It is anticipated that when the Bay Skyway Project is complete, nearly 25% of the peak hour bike ridership forecast will be from tourism.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	1,529,691	1,569,259	-39,568
			VTM per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	82,056	84,611	-2,555
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	5.13	-5.13
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	-0.71	0	-0.71
			PM 10 Tons	-0.75	0	-0.75
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-88,873	0	-88,873
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-64.91	0	-64.91
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	-0.78	0	-0.78
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-791.54	0	-791.54
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-67.53	0	-67.53
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	2.11	2.16	-0.05
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.55	0.55	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	174.67	178.83	-4.16
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	45.84	45.84	0
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	1,094.07	1,120.15	-26.08
	Optional	Accident Cost Savings	Dollars	33,100,000	0	33,100,000
Accessibility	Optional	Number of Jobs Accessible by Mode	Number	8,230	0	8,230
	Optional	Number of Destinations Accessible by Mode	Number	8,230	0	8,230
	Optional	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	52.3	52.3	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	2,211	0	2,211

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	3	0	3
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	51,900,000	-51,900,000
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	526,700,000	539,900,000	-13,200,000

District	County	Route	EA	Project ID	PPNO
04	Alameda County		4W480		2355
Project Title					
Bay Skyway Phase 1 - West Oakland Link					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Metropolitan Transportation Commiss
PS&E									Metropolitan Transportation Commiss
R/W SUP (CT)									Metropolitan Transportation Commiss
CON SUP (CT)									Metropolitan Transportation Commiss
R/W									Metropolitan Transportation Commiss
CON									Metropolitan Transportation Commiss
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	1,700							1,700	
PS&E	6,000							6,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W		3,927						3,927	
CON			96,273					96,273	
TOTAL	7,700	3,927	96,273					107,900	

Fund #1:	Local Funds - Alameda County Transportation Commission (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Alameda County Transportation Com
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	3,000							3,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,000							3,000	

Fund #2:	Local Funds - ACTC One Bay Area Grant 3 (OBAG 3) (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Alameda County Transportation Com
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		2,127						2,127	
CON			2,073					2,073	
TOTAL		2,127	2,073					4,200	
Fund #3:	Local Funds - Regional OBAG3 (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Metropolitan Transportation Commiss
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,900					1,900	
TOTAL			1,900					1,900	

Fund #4:	Local Funds - Bay Area Tolling Authority (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Metropolitan Transportation Commis
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,700							1,700	
PS&E	3,000							3,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	4,700							4,700	
Fund #5:	State SB1 ATP - Active Transportation Program - SB1 (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			17,600					17,600	
TOTAL			17,600					17,600	

Fund #6:	IIP - State Cash (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			4,356					4,356	
TOTAL			4,356					4,356	
Fund #7:	Local Funds - City Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									City of Oakland
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									In-kind ROW contribution
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		1,800						1,800	
CON									
TOTAL		1,800						1,800	

Fund #8:	Local Funds - Air Board (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Bay Area Air Quality Management District
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Transportation Fund for Clean Air (TFCA) Regional Fund
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			344					344	
TOTAL			344					344	
Fund #9:	Other Fed - Reconnecting Communities and Neighborhoods (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Federal Highway Administration
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									The RCN grants will be announced in Jan/Feb 2024. If RCN funds are not awarded, MTC plans on submitting a 2024 RAISE grant (\$35M) and a 2024 LPP-C grant (\$25M). SCCP would also be considered.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			70,000					70,000	
TOTAL			70,000					70,000	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/05/2023 11:59:38
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
04			2351	Caltrans HQ		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
San Francisco Count				Metropolitan Transportation Commission		
				MPO	Element	
				MTC	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Mike Tan			415-522-4826	mike.tan@sfcta.org		

Project Title

Bay Skyway Phase 1 - Yerba Buena Island Multi-Use Path

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

Bay Skyway Phase 1 located in the San Francisco Bay Area, is a bicycle highway on the I-80 /interregional corridor from West Oakland to Treasure Island and downtown San Francisco. This project helps to complete a missing link in the Bay Trail that will connect San Francisco with the East Bay. The Yerba Buena Island (YBI) Multi-Use Path connects the eastern touchdown of the East Span path on YBI with the Treasure Island ferry terminal on Treasure Island.

This separated multi-use bike/ped pathway connection will allow East Span path-users to safely walk, bike, and e-bike within the planned network of bikeways between Oakland and the Treasure Island ferry terminal on Treasure Island. The project will also provide the 24,000 future residents of Treasure Island a first/last mile active transportation connection with intercity rail services, including BART in Oakland and Capitol Corridor and Amtrak service in Oakland and Emeryville.

Component	Implementing Agency
PA&ED	San Francisco County Transportation Authority
PS&E	San Francisco County Transportation Authority
Right of Way	San Francisco County Transportation Authority
Construction	San Francisco County Transportation Authority

Legislative Districts

Assembly:	17	Senate:	11	Congressional:	12
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Project Milestone	Existing	Proposed
Project Study Report Approved	06/26/2014	
Begin Environmental (PA&ED) Phase		01/01/2022
Circulate Draft Environmental Document	Document Type CE/CE	12/01/2022
Draft Project Report		03/01/2023
End Environmental Phase (PA&ED Milestone)		12/31/2023
Begin Design (PS&E) Phase		04/01/2024
End Design Phase (Ready to List for Advertisement Milestone)		12/31/2025
Begin Right of Way Phase		01/01/2025
End Right of Way Phase (Right of Way Certification Milestone)		12/31/2025
Begin Construction Phase (Contract Award Milestone)		03/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)		12/31/2027
Begin Closeout Phase		01/01/2028
End Closeout Phase (Closeout Report)		06/30/2028

Date 12/05/2023 11:59:38

Purpose and Need

There are multiple objectives that the Project will support, benefiting the needs of the communities in the project area, the region, and State goals. California is dedicated to reducing CO2 emissions across the state. Transportation drives 50% of these emissions. Shifting trips to walking, biking, and e-bikes is the most effective way of reducing these emissions. Bay Skyway Phase 1 will offer 1.3 million people the choice of using bike/e-bike to cross this congested corridor, rather than relying on emitting transportation modes. Additionally, Bay Skyway Phase 1 includes a low-cost transit option for communities in the corridor.

Treasure Island and Yerba Buena Island (YBI) are currently being transformed from their current uses as a small residential community and former military base to a mixed-use, mixed-income, transit-oriented new neighborhood with 8,000 new residential units, 27% of them affordable, and about 2,200 jobs at full build out, according to the city's 2011 economic impact report. The Treasure Island Transportation Implementation Plan (TITIP) outlines a program of mobility improvements including expanded transit, congestion management, and transportation demand measures to achieve a goal of 50% of future island trips being made by walking, biking, or transit. The plan envisions a comprehensive network of bicycle and pedestrian pathways to provide access to all parts of the island.

The existing roadways connecting the East Span landing to the new Treasure Island Ferry Terminal are narrow and mostly without sidewalks. The YBI Multi-Use Path will connect the west end of the existing East Span path with the Treasure Island ferry and the rest of Treasure Island's planned biking and walking network, and will join the existing East Span path with the future one on the Bay Bridge West Span. The YBI Multi-Use Path will provide a safer, ADA-compliant space to walk and bike for those traveling between Oakland and San Francisco as well as the residents of Treasure Island. This Project will give Treasure Island residents access to Oakland jobs and other destinations and eventually to a multi-use path on the Bay Bridge West Span via Bay Skyway Phase 2.

NHS Improvements	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class	1	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

Project Outputs			
Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	1.2

Additional Information

Interregional Benefits of the Bay Skyway Phase 1, which includes the Yerba Buena Island Multi-Use Path

As part of the Bay Skyway Phase 1 Project, the Yerba Buena Island (YBI) Multi-Use Path and West Oakland Link (WOL) Path will connect local communities in YBI, Treasure Island, and East San Francisco Bay Area residents, particularly disadvantaged communities in West Oakland, to San Francisco. On the east end, the WOL will provide safer access for bicyclists and pedestrians by separating them from vehicles traveling from West Oakland to the existing Bay Skyway East Span Path, located on the San Francisco-Oakland Bay Bridge (I-80) to YBI. From there, the YBI multi-use path will connect the existing Bay Skyway East Span Path from YBI to the Treasure Island Ferry Terminal, where travelers can continue their journey to San Francisco via ferry service. Bay Skyway Phase 1 is estimated to reduce VMT, and person-hours traveled on the Bay Bridge and Transbay Corridor by 192.3 million miles and 13.6 million hours over the 20 years of analysis. The West Oakland Link is particularly important to improve safety and freight operations by eliminating interactions between trucks and freight rail cars at the Port of Oakland by creating an elevated path above the Port’s infrastructure. The Port of Oakland handles 99 percent of all containerized goods that move through Northern California, with many trucks utilizing the Bay Bridge Transbay Corridor to move goods to the San Francisco Peninsula and communities along the California coast. One of the benefits of the Bay Skyway Phase 1 Project is that it will encourage local drivers to switch to active transportation, thus freeing up capacity and improving traffic on the Bay Bridge for freight trucks to transport cargo more efficiently to other regions. A preliminary study showed that up to 10% of automobile trips on the Bay Bridge can be served by bikes.

The overall plan is to connect the YBI multi-use path from YBI to San Francisco via the planned Bay Skyway Phase 2 West Span Path to provide a multi-use path across the San Francisco Bay from West Oakland to San Francisco. This would provide a low-cost, active transportation alternative to driving across the San Francisco-Oakland Bay Bridge, mitigating congestion and providing an alternative emergency evacuation route. The Bay Skyway Phase 1 also provides an alternative evacuation route from Treasure Island (also from San Francisco via ferry) to the East Bay in emergencies when traffic on the Bay Bridge is disrupted. In addition to adding bicycle, pedestrian, and micromobility trips as an option for the busy Transbay corridor, the Bay Skyway Phase 1 will help improve transit by helping fund charging infrastructure for a frequent electric ferry between Treasure Island and downtown San Francisco. In addition, the City of San Francisco has a high tourism volume from outside of the region. It is anticipated that when the Bay Skyway Project is complete, nearly 25% of the peak hour bike ridership forecast will be from tourism.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	1,529,691	1,569,259	-39,568
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	82,056	84,611	-2,555
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	5.13	-5.13
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	-0.71	0	-0.71
			PM 10 Tons	-0.75	0	-0.75
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-88,873	0	-88,873
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-64.91	0	-64.91
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	-0.78	0	-0.78
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-791.54	0	-791.54
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-67.53	0	-67.53
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	2.11	2.16	-0.05
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.55	0.55	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	174.67	178.83	-4.16
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	45.84	45.84	0
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	1,094.07	1,120.15	-26.08
	Optional	Accident Cost Savings	Dollars	33,100,000	0	33,100,000
Accessibility	Optional	Number of Jobs Accessible by Mode	Number	8,230	0	8,230
	Optional	Number of Destinations Accessible by Mode	Number	8,230	0	8,230
	Optional	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	52.3	52.3	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	2,211	0	2,211

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	3	0	3
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	51,900,000	-51,900,000
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	526,700,000	539,900,000	-13,200,000

District	County	Route	EA	Project ID	PPNO
04	San Francisco County				2351
Project Title					
Bay Skyway Phase 1 - Yerba Buena Island Multi-Use Path					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									San Francisco County Transportation
PS&E									San Francisco County Transportation
R/W SUP (CT)									San Francisco County Transportation
CON SUP (CT)									San Francisco County Transportation
R/W									San Francisco County Transportation
CON									San Francisco County Transportation
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	1,250							1,250	
PS&E	6,800							6,800	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			92,040					92,040	
TOTAL	8,050		92,040					100,090	

Fund #1:	Local Funds - Priority Conservation Area (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Metropolitan Transportation Commis
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									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 #2:	State SB1 LPP - Local Partnership Program - Formula distribution (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commission
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	250							250	\$1K included because SFCTA LPP-F funds must be programmed directly to the PS&E to enable the allocation adjustment to shift \$750k from PA&ED to PS&E.
PS&E	750							750	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,000							1,000	
Fund #3:	State SB1 ATP - Active Transportation Program - SB1 (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commission
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	3,800							3,800	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,800							3,800	

Fund #4:	Local Funds - OBAG 3 (STP/CMAQ) (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Metropolitan Transportation Commis
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	2,250							2,250	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,250							2,250	
Fund #5:	IIP - State Cash (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			4,944					4,944	
TOTAL			4,944					4,944	

Fund #6:	Local Funds - Local Transportation Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									City & County of San Francisco
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									\$1M in BATA LPP-C funds. + Other potential include (F or C), Treasure Island Development Authority (TIDA) funds, Housing Incentive Pool (HIP) funds, Prop L funds, and Regional Measure 3 funds.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,100					3,100	
TOTAL			3,100					3,100	
Fund #7:	Local Funds - Proposition L (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									San Francisco County Transportation
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Approved by SFCTA Board on Nov 28, 2023.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,000					1,000	
TOTAL			1,000					1,000	

Fund #8:	Other State - SCCP Cycle 4 (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commission
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									These funds would be requested during the SB #1 SCCP Cycle 4 application process.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			82,996					82,996	
TOTAL			82,996					82,996	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/12/2023 21:24:43
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
05	NA		3214	Caltrans District 5	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Santa Barbara Coun	101	4.800	5.800	Santa Barbara County Association of Governments	
				MPO	Element
				SBCAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
David Emerson			805-748-1315	david.emerson@dot.ca.gov	

Project Title

Santa Claus Lane Railroad Crossing and Beach Access Improvements Phase 2

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

Along Santa Claus Lane (County of Santa Barbara) from Sandpoint Drive to South Padaro Lane, the project will enhance access to coastal resources through improved sidewalks, crosswalks, bicycle paths, improved parking, and a new, at grade pedestrian crossing over UPRR railroad tracks.

Component	Implementing Agency
PA&ED	Santa Barbara County
PS&E	Santa Barbara County
Right of Way	Santa Barbara County
Construction	Santa Barbara County

Legislative Districts

Assembly:	37	Senate:	19	Congressional:	24
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		01/02/2017
Circulate Draft Environmental Document	Document Type (ND/MND)/CE	04/02/2018
Draft Project Report		10/31/2023
End Environmental Phase (PA&ED Milestone)		09/25/2019
Begin Design (PS&E) Phase		01/01/2018
End Design Phase (Ready to List for Advertisement Milestone)		01/17/2024
Begin Right of Way Phase		04/01/2019
End Right of Way Phase (Right of Way Certification Milestone)		03/22/2023
Begin Construction Phase (Contract Award Milestone)		08/30/2024
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2026
Begin Closeout Phase		12/30/2026
End Closeout Phase (Closeout Report)		12/30/2028

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Purpose and Need

- Improve bicycle and pedestrian travel by providing a direct coastal route along the Santa Claus Lane commercial area.
- Complete a segment of the California Coastal Trail consistent with the circulation and bikeway systems outlined in the Santa Barbara County Comprehensive Plan
- Enhance and improve coastal access for bicycles and pedestrians consistent with local coastal policies and plans while providing views of the Pacific Ocean and adjacent El Estero Marsh. Coastal access improved by providing formalized parking and safety improved by improving beach access across UPRR tracks.

Project provides Class I trail connectivity in the Santa Barbara to Carpinteria corridor. The project fills a nearly 1/2-mile-long gap in the US Bicycle Route 95, California Coastal Trail, and California Pacific Bike Route. It will enhance access to Santa Claus beach, Carpinteria State Beach, Carpinteria Bluffs Nature Preserve, the Santa Barbara Channel National Marine Sanctuary Sea Lion Rookery. The project will also complete the Juan Bautista De Anza national historic trail, a 1,210-mile route.

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
Active Transportation	Crosswalk	EA	1
Active Transportation	Sidewalk miles	Miles	0.8

Date 12/12/2023 21:24:43

Additional Information

This application is to fund Phase 2 of the improvements. Preconstruction is all fully funded and there is no request for funding for those phases.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Accessibility	Optional	Number of Destinations Accessible by Mode	Number	1	0	1

District	County	Route	EA	Project ID	PPNO
05	Santa Barbara County	101	NA		3214
Project Title					
Santa Claus Lane Railroad Crossing and Beach Access Improvements Phase 2					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		1,500						1,500	
R/W									
CON		10,000						10,000	
TOTAL		11,500						11,500	

Fund #1:	IIP - National Hwy System (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 5
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)		1,500						1,500	
R/W									
CON		10,000						10,000	
TOTAL		11,500						11,500	

Amendment (Existing Project) ☐ YES ☒ NO

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Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other

District	EA	Project ID	PPNO	Nominating Agency	
06	0W791	0621000142	7072	Tulare County Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Tulare County	99	0.000	13.500		
Kern County	99	56.400	57.500	MPO	Element
				TCAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Sumi Hoode			559-383-5189	sumangali.hoode@dot.ca.gov	

Project Title

Delano to Pixley 6-Lanes

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

Near Earlimart, from County line Road Overcrossing to 0.7 miles north of Avenue 100 (Court Street) Overcrossing. Widen from 4-lanes to 6-lanes. Also in Kern County from 0.1 miles south of Cecil Avenue Overcrossing to County Line Road. Restriped the northbound lanes from two lanes to three lanes.

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:	26	Senate:	14	Congressional:	21
Project Milestone			Existing	Proposed	
Project Study Report Approved					
Begin Environmental (PA&ED) Phase			09/20/2020	09/20/2020	
Circulate Draft Environmental Document	Document Type EIR/FONSI		05/04/2022	03/24/2023	
Draft Project Report			05/04/2022	03/21/2023	
End Environmental Phase (PA&ED Milestone)			05/05/2023	05/05/2023	
Begin Design (PS&E) Phase			08/01/2023	08/01/2023	
End Design Phase (Ready to List for Advertisement Milestone)			05/03/2024	05/03/2024	
Begin Right of Way Phase			05/05/2023	05/05/2023	
End Right of Way Phase (Right of Way Certification Milestone)			04/02/2024	04/02/2024	
Begin Construction Phase (Contract Award Milestone)			09/23/2024	09/23/2024	
End Construction Phase (Construction Contract Acceptance Milestone)			10/01/2026	10/01/2026	
Begin Closeout Phase			10/01/2026	10/01/2026	
End Closeout Phase (Closeout Report)			10/01/2029	10/01/2029	

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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.

NHS Improvements	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class 2	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs			
Category	Outputs	Unit	Total
State Highway Road Construction	Mixed flow lane-miles constructed	Miles	25.2

Date 08/15/2023 14:52:47

Additional Information

ADA is checked
Bike/Ped is checked

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	67,811,388	0	67,811,388
			Hours per Capita	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	-9	0	-9
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	133,124	0	133,124
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	38	0	38
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	1	0	1
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	1,087	0	1,087
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	609	0	609

District	County	Route	EA	Project ID	PPNO
06	Tulare County, Kern County	99, 99	0W791	0621000142	7072
Project Title					
Delano to Pixley 6-Lanes					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)	5,160							5,160	
PS&E	4,650							4,650	
R/W SUP (CT)	400							400	
CON SUP (CT)	11,100							11,100	
R/W	3,225							3,225	
CON	84,700							84,700	
TOTAL	109,235							109,235	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	5,160							5,160	
PS&E	4,650							4,650	
R/W SUP (CT)	400							400	
CON SUP (CT)	11,100							11,100	
R/W	3,225							3,225	
CON	84,700	4,000						88,700	
TOTAL	109,235	4,000						113,235	

Fund #1:	Other State - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									SHOPP
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	3,360							3,360	
PS&E	4,450							4,450	
R/W SUP (CT)	400							400	
CON SUP (CT)	9,100							9,100	
R/W	225							225	
CON	56,800							56,800	
TOTAL	74,335							74,335	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,360							3,360	
PS&E	4,450							4,450	
R/W SUP (CT)	400							400	
CON SUP (CT)	9,100							9,100	
R/W	225							225	
CON	56,800							56,800	
TOTAL	74,335							74,335	

Fund #2:	Other Fed - ARRA - Regional Surface Transportation Program (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.810
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Fund #3:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #4:	Other Fed - Coronavirus Response and Relief Supplemental Appro (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.816
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)	1,028							1,028	
R/W									
CON									
TOTAL	1,028							1,028	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)	1,028							1,028	
R/W									
CON									
TOTAL	1,028							1,028	
Fund #5:	State Bond - State Route 99 Corridor (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.722.000
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	3,000							3,000	
CON	27,900							27,900	
TOTAL	30,900							30,900	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	3,000							3,000	
CON	27,900							27,900	
TOTAL	30,900							30,900	

Fund #6:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	1,800							1,800	Tulare County Association of Govern
PS&E	200							200	
R/W SUP (CT)									
CON SUP (CT)	972							972	
R/W									
CON									
TOTAL	2,972							2,972	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,800							1,800	
PS&E	200							200	
R/W SUP (CT)									
CON SUP (CT)	972							972	
R/W									
CON									
TOTAL	2,972							2,972	
Fund #7:	IIP - National Hwy System (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									FY24/25 is earliest when IIP funds could be requested. Early allocation request would be made for IIP funds so all CON phase funds can be requested at the same time
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		4,000						4,000	
TOTAL		4,000						4,000	

Complete this page for amendments only					Date 08/15/2023 14:52:47
District	County	Route	EA	Project ID	PPNO
06	Tulare County, Kern County	99, 99	0W791	0621000142	7072

SECTION 1 - All Projects

Project Background

Delano to Pixley 6-Lanes (Near Earlimart, from County line Road Overcrossing to 0. 7 miles north of Avenue 100 (Court Street) Overcrossing. Widen from 4-lanes to 6-lanes. Also, in Kern County from 0.1 miles south of Cecil Avenue Overcrossing to County Line Road. Restripe the northbound lanes from two lanes to three lanes.

Programming Change Requested

The purpose of this programming change request is to program \$4,000,000 IIP funding for construction capital.

Reason for Proposed Change

Capture funding from IIP to Construction Capital.

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)

Discuss this section with HQ.

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/12/2023 13:29:42
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
06	0Y360	0619000052	7004	Caltrans District 6		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Madera County	99	15.100	19.900	Madera County Transportation Commission		
				MPO	Element	
				MCTC	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Mike Day			559-383-5247	mike.day@dot.ca.gov		

Project Title

North Madera 99 6-lane

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

In Madera County from 0.5 miles north of Avenue 17 Overcrossing to 1.0 south of Avenue 21 1/2 Overcrossing. Project is adding 2 lanes, 1 in each direction, constructing 28.8 miles of roadway lane miles and two ramp and connectors.

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:	8,27	Senate:	14	Congressional:	13
Project Milestone			Existing	Proposed	
Project Study Report Approved			06/14/2019		
Begin Environmental (PA&ED) Phase				10/01/2024	
Circulate Draft Environmental Document	Document Type (ND/MND)/CE			05/01/2026	
Draft Project Report				08/01/2026	
End Environmental Phase (PA&ED Milestone)				12/01/2026	
Begin Design (PS&E) Phase				12/15/2026	
End Design Phase (Ready to List for Advertisement Milestone)				08/07/2029	
Begin Right of Way Phase				07/15/2027	
End Right of Way Phase (Right of Way Certification Milestone)				08/01/2029	
Begin Construction Phase (Contract Award Milestone)				02/02/2030	
End Construction Phase (Construction Contract Acceptance Milestone)				02/17/2032	
Begin Closeout Phase				12/17/2032	
End Closeout Phase (Closeout Report)				12/17/2033	

Date 12/12/2023 13:29:42

Purpose and Need

Improvements to this section of SR 99 will add one lane in each direction of travel. This improvement is needed to enhance freight mobility, preserve acceptable facility operation, improve safety, and reduce congestion. The proposed 6-lane freeway would also 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 passenger and freight vehicle volumes. SR 99 serves as a major freight corridor through the Central Valley and improvements are needed to ensure reliable delivery of time sensitive agricultural goods. The North Madera 99 6-lane project is one of the last portions of 6-lane needed to facilitate the SR 99 Corridor Plan, which is a comprehensive plan addressing managed lanes through the central valley. The 6-lane segment immediately south of this project was completed in August 2022. The North Madera 99 6-lane project will transition and tie into the existing 6 lane segment constructed in 2006.

NHS Improvements	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class	1	Reversible Lane Analysis	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

Project Outputs			
Category	Outputs	Unit	Total
Pavement (lane-miles)	Roadway lane miles	Miles	28.8
Pavement (lane-miles)	Ramps and Connectors constructed	Miles	2

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Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	7,978	14,815	-6,837
	Optional	Daily Truck Trips	# of Trips	25,072	25,072	0
	Optional	Daily Truck Miles Traveled	Miles	120,347	120,347	0
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	3,688,010	3,688,010	0
System Reliability (Freight)	Optional	Daily Vehicle Hours of Travel Time Reduction	Hours	7,978	14,815	-6,837
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	463	-463
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	9	0	9
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	1	0	1
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	3	0	3
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.5	0.7	-0.2
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	46	0	46
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	32.5	33.4	-0.9
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	2,364	0	2,364
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.5	0	1.5

District	County	Route	EA	Project ID	PPNO
06	Madera County	99	0Y360	0619000052	7004
Project Title					
North Madera 99 6-lane					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		4,300						4,300	
PS&E					8,400			8,400	
R/W SUP (CT)					3,000			3,000	
CON SUP (CT)							6,600	6,600	
R/W					16,800			16,800	
CON							187,000	187,000	
TOTAL		4,300			28,200		193,600	226,100	

Fund #1:	IIP - National Hwy System (Uncommitted)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		4,300						4,300	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		4,300						4,300	

Fund #2:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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					8,400			8,400	
R/W SUP (CT)					3,000			3,000	
CON SUP (CT)							6,600	6,600	
R/W					16,800			16,800	
CON							187,000	187,000	
TOTAL					28,200		193,600	221,800	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/12/2023 19:28:17
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
75		0019000084	2195	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agen		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
San Luis Obispo Cou	LOS	248.600	249.600			
				MPO	Element	
				SLOCOG	Rail	
Project Manager/Contact			Phone	Email Address		
James Campbell			714-560-5390	jcampbell@octa.net		

Project Title

Central Coast Layover Facility

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

This project is located in the City of San Luis Obispo located at 1011 Railroad Avenue on the Union Pacific Railroad (UPRR) Coast Subdivision adjacent to or near the San Luis Obispo Amtrak station. This would be an expansion and relocation of the existing layover track and facility in San Luis Obispo at the northern end of the corridor. The goal would be to increase overnight layover and storage capacity to support the service goals and objectives outlined in the 2018 and 2023 California State Rail Plans and LOSSAN Annual Business Plan.

Component	Implementing Agency
PA&ED	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (
PS&E	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (
Right of Way	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (
Construction	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (

Legislative Districts

Assembly:	17	Senate:	35	Congressional:	24
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	08/01/2018	01/01/2019
Circulate Draft Environmental Document		05/18/2022
Draft Project Report		05/18/2022
End Environmental Phase (PA&ED Milestone)	01/01/2021	12/31/2022
Begin Design (PS&E) Phase	01/01/2021	06/01/2023
End Design Phase (Ready to List for Advertisement Milestone)	01/01/2022	06/30/2024
Begin Right of Way Phase		06/01/2023
End Right of Way Phase (Right of Way Certification Milestone)		06/30/2024
Begin Construction Phase (Contract Award Milestone)	01/01/2022	09/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)	01/01/2025	03/31/2026
Begin Closeout Phase		04/01/2026
End Closeout Phase (Closeout Report)		10/01/2026

Date 12/12/2023 19:28:17

Purpose and Need

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 project includes three phases. 1) Project Approval & Environmental Documents (PA&ED) including conducting California Environmental Quality Act (CEQA) - which is complete, 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.

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 improve intercity passenger rail service. The Pacific Surfliner would be able to improve the ridership, revenue, and expand service through additional layover capacity. This additional capacity would allow additional passenger trains to hold overnight for a second morning departure from San Luis Obispo, and the opportunity to hold and service additional train sets used for further expansion of the service. The project will facilitate the maintenance of equipment mid-route and at route terminus.

NHS Improvements	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class	NA	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

Project Outputs			
Category	Outputs	Unit	Total
Intercity Rail/Mass Trans	Miles of new track	Miles	0.57
Rail/ Multi-Modal	Station improvements	EA	1

Date 12/12/2023 19:28:17

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Reliability (Freight)	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	96	85	11

District	County	Route	EA	Project ID	PPNO
75	San Luis Obispo County	LOS		0019000084	2195
Project Title					
Central Coast Layover Facility					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)	3,600							3,600	Los Angeles-San Diego-San Luis Obispo
PS&E	1,000							1,000	Los Angeles-San Diego-San Luis Obispo
R/W SUP (CT)									Los Angeles-San Diego-San Luis Obispo
CON SUP (CT)									Los Angeles-San Diego-San Luis Obispo
R/W									Los Angeles-San Diego-San Luis Obispo
CON									Los Angeles-San Diego-San Luis Obispo
TOTAL	4,600							4,600	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	3,810							3,810	
PS&E		1,714						1,714	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		34,990						34,990	
TOTAL	3,810	36,704						40,514	

Fund #1:	IIP - Public Transportation Account (Committed)								Program Code
	Existing Funding (\$1,000s)								30.20.020.720
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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 \$1000 PSE EXT. TO 12/31/22
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	4,500							4,500	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,500							3,500	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,500							3,500	

Fund #2:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.400.100
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	100							100	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	100							100	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	100							100	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	100							100	
Fund #3:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		1,714						1,714	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		22,590						22,590	
TOTAL		24,304						24,304	

Fund #4:	Other State - STA Transit Assist (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)	210							210	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	210							210	
Fund #5:	IIP - Public Transportation Account (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		9,000						9,000	
TOTAL		9,000						9,000	

Fund #6:	State Bond - Intercity rail improvements (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		3,400						3,400	
TOTAL		3,400						3,400	

Complete this page for amendments only					Date 12/12/2023 19:28:17
District	County	Route	EA	Project ID	PPNO
75	San Luis Obispo County	LOS		0019000084	2195

SECTION 1 - All Projects

Project Background

This project is located in the City of San Luis Obispo located at 1011 Railroad Avenue on the Union Pacific Railroad (UPRR) Coast Subdivision adjacent to or near the San Luis Obispo Amtrak station. This would be an expansion and relocation of the existing layover track and facility in San Luis Obispo at the northern end of the corridor. The goal would be to increase overnight layover and storage capacity to support the service goals and objectives outlined in the 2018 and 2023 California State Rail Plans and LOSSAN Annual Business Plan.

Programming Change Requested

Reason for Proposed Change

Additional Funding Request

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

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	07/13/2023 10:24:41
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
75			CP035U	San Joaquin Regional Rail Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Sacramento County					
				MPO	Element
				SACOG	Rail
Project Manager/Contact			Phone	Email Address	
Laurence Farrell, P.E., PM			510-358-0001	laurence@acerrail.com	

Project Title

Sacramento City College Station

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

In the City of Sacramento, adjacent to the existing Sacramento Regional Transit District (SacRT) Sacramento City College light rail station north of Sutterville Road on the Union Pacific Railroad (UPRR) Fresno Subdivision: Construct new station. The station will consist of a new 15-footwide by 1,000-foot-long at-grade side-loading passenger platform with an 8-foot by 300-foot-long back side extension for transfers to and from the existing LRT platform. The station would also include the construction of tracks for passenger trains within the existing station area. (No expansion of existing parking or bus facilities is included as part of the proposed City College Station.)

Component	Implementing Agency
PA&ED	San Joaquin Regional Rail Commission
PS&E	San Joaquin Regional Rail Commission
Right of Way	San Joaquin Regional Rail Commission
Construction	San Joaquin Regional Rail Commission

Legislative Districts

Assembly:	6	Senate:	8	Congressional:	7
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		04/24/2018
Circulate Draft Environmental Document	Document Type EIR	04/22/2021
Draft Project Report		04/24/2018
End Environmental Phase (PA&ED Milestone)		10/05/2020
Begin Design (PS&E) Phase		07/01/2024
End Design Phase (Ready to List for Advertisement Milestone)		06/30/2026
Begin Right of Way Phase		07/01/2025
End Right of Way Phase (Right of Way Certification Milestone)		06/30/2026
Begin Construction Phase (Contract Award Milestone)		08/03/2026
End Construction Phase (Construction Contract Acceptance Milestone)		05/03/2027
Begin Closeout Phase		08/03/2027
End Closeout Phase (Closeout Report)		12/06/2027

Date 07/13/2023 10:24:41

Purpose and Need

Interstate 5 (I-5) and State Route 99 (SR-99) are the primary links between the Fresno and Stockton areas to the Sacramento area. These already congested corridors are expected to see continued growth and travel demand. However, there is virtually no passenger rail service between the San Joaquin Valley and the Sacramento Region (currently only two daily roundtrips with the San Joaquins and no ACE service). The Sacramento City College Station Project makes significant investments as part of the Valley Rail program in reducing congestion and improving connectivity in the region.

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	New stations	EA	1

Date 07/13/2023 10:24:41

Additional Information

PA&ED authorized for this and other stations under EA R387GA

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Air Quality & GHG (only 'Change' required)	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	0	0	0

District	County	Route	EA	Project ID	PPNO
75	Sacramento County				CP035U
Project Title					
Sacramento City College Station					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		6,000						6,000	
R/W SUP (CT)			200					200	
CON SUP (CT)				1,989				1,989	
R/W			1,000					1,000	
CON				16,911				16,911	
TOTAL		6,000	1,200	18,900				26,100	

Fund #1:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commission
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		1,397						1,397	
R/W SUP (CT)			200					200	
CON SUP (CT)									
R/W			1,000					1,000	
CON				6,127				6,127	
TOTAL		1,397	1,200	6,127				8,724	

Fund #2:	IIP - State Cash (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commission
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		4,603						4,603	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		4,603						4,603	
Fund #3:	Future Need - Transit and Intercity Rail Capital Program (TIRCP) (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commission
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)				1,989				1,989	
R/W									
CON				10,784				10,784	
TOTAL				12,773				12,773	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/12/2023 19:49:21
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
75			9890	Caltrans HQ	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
VAR					
				MPO	Element
				NON-MPO	Rail
Project Manager/Contact			Phone	Email Address	
Shalini Chandra			916-216-3449	shalini.chandra@dot.ca.gov	

Project Title

Rail Reserve 2- Madera High Speed Rail Station & San Dieguito Bridge Replacement and double track and Special Events Platform (Phase 2) projects

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

Rail Reserve 2 is set aside for following two projects with the expectation these projects will be fully programmed within the next two years when projects have a complete funding plan or when the projects meet all of the requirements of the STIP Guidelines.

1) Madera High Speed Rail (HSR) Station Project: The project will construct a new station in Madera County for California's Interim HSR service between Merced and Bakersfield, located along Ave 12, the station will provide Madera county with direct access to HSR service and better connect it with Fresno, the larger central valley region and the rest of California.

2) San Dieguito Bridge Replacement and double tracking project in the City of Del Mar will construct 0.9 miles of new and usable double track. Replace ageing wooden trestle San Dieguito Rail bridge and construct a special events platform for the Del Mar Fairgrounds.

Component	Implementing Agency
PA&ED	Caltrans HQ
PS&E	Caltrans HQ
Right of Way	Caltrans HQ
Construction	Caltrans HQ

Legislative Districts			
Assembly:	1	Senate:	1
		Congressional:	1
Project Milestone		Existing	Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			
Circulate Draft Environmental Document	Document Type		
Draft Project Report			
End Environmental Phase (PA&ED Milestone)			
Begin Design (PS&E) Phase			
End Design Phase (Ready to List for Advertisement Milestone)			
Begin Right of Way Phase			
End Right of Way Phase (Right of Way Certification Milestone)			
Begin Construction Phase (Contract Award Milestone)			
End Construction Phase (Construction Contract Acceptance Milestone)			
Begin Closeout Phase			06/30/2030
End Closeout Phase (Closeout Report)			06/30/2031

Date 12/12/2023 19:49:21

Purpose and Need

This project is created for rail reserve funds. Funds will need to be reprogrammed with in the next 24 months to two projects listed below for project delivery:

1) Madera High Speed Rail Station Project (\$80M of IIP funds in FY27-28 for CON phase)

2) San Dieguito Bridge Replacment and double tracking project (\$62M of IIP funds in FY 25-26 for CON phase)

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	Miles of new track	Miles	0.001

Date 12/12/2023 19:49:21

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
75	VAR				9890

Project Title
Rail Reserve 2- Madera High Speed Rail Station & San Dieguito Bridge Replacement and double track and Special Events Platform (Phase 2) pr

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			62,000		80,000			142,000	
TOTAL			62,000		80,000			142,000	

Fund #1:	IIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			62,000		80,000			142,000	
TOTAL			62,000		80,000			142,000	

Appendix C – ITIP Public Comments

As required by Senate Bill 486 (DeSaulnier, 2014), the Commission held a south public hearing regarding the ITIP, on November 1, 2023. The north hearing was held on November 8, 2023.

In addition to verbal testimony given by the public at the Commission-hosted public hearings, a 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 28, 2023.

Several letters were received strongly supporting the Draft 2024 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.

South ITIP Hearing held on November 1, 2023, Summary of Verbal Comments:

Dawn Vettese – San Diego Association of Governments (SANDAG)

Supported the San Dieguito Bridge replacement double track and special events platform project. Highlighted that this project will address train operations capacity, reliability, and safety for inner city passenger, regional passenger rail, and Freight rail services. It will reduce train idling, reduce VMT and GHG emissions, and increase rail ridership by providing a special events platform to serve events at the Delmar Fairgrounds. Appreciated the communication and collaboration with Caltrans and with the California State Transportation Agency in the development of the ITIP to include this project and thanked CTC for its support.

Margie Kern - Santa Barbara County

Supported proposed funding for the US 101 Santa Barbara multi-modal corridor. Acknowledged the partnership with the California Transportation Commission and Caltrans for the proposed ITIP funding for the Santa Claus Lane Railroad crossing and Beach Access Improvements Phase 2 project. Highlighted that this project helps Southern Santa Barbara County meet many goals included in CAPTI including Mobility safety environment climate and equity and quality of life. The project will help close the gap on the California Coastal Trail and improve safety at the Union Pacific Railroad Crossing to provide a single point of controlled Coastal access benefiting the pedestrians and bicyclists on Santa Barbara's south coast.

Mike Woodman – Nevada County Transportation Commission

Supported the Nevada- State Route 49 Corridor Improvement project and noted that the construction of a new entrance on State Route 49 creates direct access to the Nevada County Transit operations center and zero-emission bus charging infrastructure. In addition, this project component will also reduce VMT related to improved transit routing and operations. NCTC would like to thank both Caltrans and the CTC for their continued partnership with NCTC to deliver the planned multimodal improvements within the State Route 49 corridor.

Ted Smalley - Tulare County Association of Governments

Expressed support for and emphasized the significance of the State Route 99 corridor. Gratefully acknowledged the commission's support for State Route 99 and thanked Caltrans for their recommendations on funding for two projects - one in Madera County and the other in Tulare County. Reiterated a strong encouragement and gratitude for the inclusion of these projects, urging the CTC to ultimately approve them.

Kiana Valentine - Executive director for Transportation California representing the Statewide Transportation construction industry that builds maintains and repairs multimodal infrastructure.

Expressed strong support for the variety of investments made in the draft 2024 ITIP. Upon our review, we have found that the ITIP meets all statutory requirements required of the program. As I mentioned again investing in multimodal transportation projects across the state meets the CAPTI framework and should further the transportation system's contribution to reducing the impacts of climate change and reflect a diversity of solutions as our regions have diverse transportation problems. so, for all those reasons, Transportation California is pleased to support the draft 2024 ITIP.

William Walker - San Francisco

I heard that there might be three comments on a plan that's very significant and funds a lot of projects and I'm hoping that I can work with the commission to provide outreach so that we have a database of organizations that's aware of our meetings. it's worrisome to me that there are only three people commenting at this meeting so thank you.

Russell Snider - Executive director of the California Asphalt Pavement Association

Echoing Kiana Valentine's comments, supported the submitted draft ITIP. Also, extended commendation to the CTC and the professionals at Caltrans for their extraordinary efforts in gathering input from all stakeholders and aligning the plan with numerous guidance documents. This ensured that the document genuinely served as a resource beneficial to all Californians, contributing to our significant climate and mobility goals. Strongly supported the draft.

Tanisha Taylor - CTC Executive Director

Asked James Anderson from Caltrans to remind everyone where they could comment, and how people could provide written comments if they did not participate orally on the 1st or on the 8th of November hearings. James emphasized that written comments could be provided, and we encouraged everyone to submit written comments. They were to be sent by email to OCIP@dot.ca.gov.

Commissioner Vice Chair – Carl Guardino

Thanked all who participated in the South ITIP hearing.

North ITIP Hearing held on November 8, 2023, Summary of Verbal Comments:

Ivan Garcia - Butte County Association of Governments (BCAG)

Requested that the North Valley Rail project be programmed in the 2024 ITIP for \$2.5 million in ITIP funds for the environmental phase. Highlighted the collaborative efforts between BCAG, the San Joaquin Rail Commission, and the San Joaquin Joint Powers Authority to extend the Corridor Express system and San Joaquin trains beyond Stockton, reaching Midtown Sacramento, Natomas, Plumas Lake, Marysville in Yuba County, and further to Gridley and Chico in Butte County. Provided details on the estimated funding for the environmental phase of the North Valley Rail project, emphasizing the commitment of \$2.5 million in RIP funds and the pursuit of other federal funding opportunities in that domain.

Jose Louise, Stanislas Council of Governments (StanCOG)

Emphasized that StanCOG takes pride in several commendable projects, notably the San Joaquin Corridor 2nd platform in Modesto and Turlock. This initiative is poised to deliver a much-needed transportation service to our region, fostering inter-regional connectivity throughout California. Recognizing the financial constraints impacting the ITIP, we acknowledge the limitations on project inclusions. However, we want to convey our belief that both Caltrans and the CTC are attentive. It's crucial for us to voice our desire for future ITIP considerations, specifically for our paramount project in the region – State Route 132 West.

Highlighted a significant concern regarding the existing conditions at the junction of State Route 132 and Highway 99. This scenario requires trucks and motorists to exit one highway to access the other, creating an unconventional and potentially problematic interchange. The distinctive functionality of this interchange introduces safety risks and environmental hazards as trucks navigate through residential neighborhoods, resulting in the emission of particulate matter and carbon oxide. Stated that the region is predominantly designated as a disadvantaged community, making it imperative to address this overlooked segment of the highway system.

Expressed concern that this part of the highway system appears to have been neglected and stated that it aligns with the principles of CAPTI. Emphasized that the safety and goods movement benefits inherent in CAPTI resonate with the ongoing issues at this intersection. Requested careful consideration of these concerns in the forthcoming ITIP, emphasizing the significance of addressing safety, environmental, and community welfare in the region.

Dan Leavitt – Manager, San Joaquin Regional Rail Commission and San Joaquin Joint Powers Authority

Emphasized that the San Joaquin Joint Powers Authority served as the managing agency for the San Joaquin Inter City passenger rail service, while the San Joaquin Regional Rail Commission functioned as the owner-operator of the ACE commuter rail service. Strongly supported the draft 2024 ITIP, and this support extended to the funding of new initiatives like Sacramento City College and the Madera High-Speed Rail Station. Additionally, conveyed robust endorsement for the SR99 ITIP funding for the San Joaquin Valley as outlined in the draft ITIP. Recognizing the critical importance of these SR99 improvements, emphasized their role in ensuring safe access to both the San Joaquin and future High-Speed Rail stations.

Rob Poythress - Madera

Expressed gratitude to CTC and Caltrans for including crucial ITIP funding for Highway 99 projects in Madera and Tulare counties. Advocated for the partnership with state and local partners. Highlighted that the draft ITIP contained funding for three bottleneck segments of Highway 99, enhancing safety and improving operational efficiency on a major goods movement corridor in Madera and Tulare counties. Emphasized funding for the Madera High-Speed Rail Station, a project set to result in future transit-oriented development along the Avenue 12 Corridor, accompanied by improved transit connectivity. underscored that the development was poised to ensure that Madera County could capture the full economic and environmental benefits of high-speed rail and foster sustainable growth patterns.

Mike LeBarre - Mayor of King City expressed concern about the exclusion of the King City platform and multimodal Station - Phase One project from the 2022 ITIP request of \$7.5 million. Emphasized the significance of this project for the region and the Central Coast Corridor. Highlighted that the community and surrounding areas have historically faced disadvantages, receiving limited funds for new transportation opportunities. Noted that the project aligned with various local, regional, state, and federal goals and priorities, notably meeting National Security and Pentagon troop Readiness and resiliency goals.

Furthermore, detailed the additional benefits of the project, including the creation of new housing opportunities, complementing the completed Phase One of an AG employee housing project. Highlighted the collaborative efforts of the community with partners at the local, regional, and state levels to secure funding sources, despite facing significant cost overruns common to many other agencies.

Shared details about the potential funding plan, which included TIRCP funds, commitments from Amtrak amounting to \$5 million, a potential \$6.3 million from SRA, and the consideration of programming some AB125 funds by the transportation agency for the project. Expressed concern regarding the project's absence in the 2024 ITIP draft and urged for the restoration of funding for the King City multimodal stage station Phase One. Emphasized the importance of maintaining funding for the project in the 2024 ITIP. Also, expressed availability to discuss the project's significance with staff and address any questions at their convenience.

Kenneth Kao – Metropolitan Transportation Commission (MTC)

Supported the two new projects proposed in the MTC region, namely the Bay Skyway Phase One on both the West Oakland side and the Yerba Buena Island side in San Francisco. Both projects play a vital role in completing the active transportation links between San Francisco and Oakland. Notably, this corridor stands as the busiest in the Bay Area and would seamlessly integrate with the existing extensive Bay Trail system. Moreover, it would connect with inter-regional transit links, including ferry and rail, with future connectivity to High-Speed Rail.

Highlighted that both projects align with the goals of the 2021 ITSP and CAPTI. Emphasized the importance of the proposed ITIP funds, as they will serve to leverage existing local and federal funds assigned to the corridor. Expressed gratitude to Caltrans for their collaboration and for incorporating these projects into the draft ITIP.

Christina Watson - Director of Planning with the Transportation Agency for Monterey County

Supported what Mayor LeBarre from King City mentioned and expressed a commitment to assist him in finding the necessary resources to fully fund the King City platform and multimodal Station - Phase One project.

Lisa Davy Bates - Executive director for the lake area planning councils

Advocated for the ongoing progress of the Konocti Corridor Improvements in the ITIP, specifically the Lake 29 Expressway - Segment 2B project. Expressed gratitude for the enduring support and commitment to this project from both Caltrans and the California Transportation Commission. Emphasized the project's significance, as its completion will enhance an eight-mile section of Lake 29 in Lake County, providing secondary benefits to NorthShore communities along with Highway 20. Noted that completion of the first segment, 2C, occurred during the summer, widening a three-mile stretch of State Route 29. Highlighted the importance of securing funding for the right-of-way on Segment 2B as a pivotal step in progressing toward additional construction funding and supporting the Right Way initiative for this segment of the Konocti Corridor project in the future.

Kacey Ruggiero – California Transportation Commission Staff

Emphasized one final note to Caltrans, serving as a reminder that for a project to be eligible for ITIP funding, it must meet specific criteria. These criteria include the proposed phase being fully funded, the project providing an inter-regional benefit, the project having independent utilities, and the inclusion of a PSR or a PSR equivalent signed by a registered engineer. Expect that as Caltrans prepares its final ITIP, all submitted projects for funding adhere to these requirements.

Commissioner Vice Chair – Carl Guardino

Thanked all who participated in the North ITIP hearing.

Written Comments A few written comments and support letters were directly submitted to Caltrans via the email address OCIP@dot.ca.gov, before the comment deadline of November 28, 2023.

Verbal comments received at the North and South hearings, as well as email comments followed by Caltrans responses (in *Italics*), are provided here. The section containing support letter attachments follows.

Verbal Comments and Responses:

This section includes three verbal comments at the north hearing followed by Caltrans responses (in Italics)

1. Ivan Garcia - Butte County Association of Governments (BCAG) at the ITIP North Hearing on November 8, 2023

Requested that the North Valley Rail project be programmed in the 2024 ITIP for \$2.5 million in ITIP funds for the environmental phase. Highlighted the collaborative efforts between BCAG, the San Joaquin Rail Commission, and the San Joaquin Joint Powers Authority to extend the Corridor Express system and San Joaquin trains beyond Stockton, reaching Midtown Sacramento, Natomas, Plumas Lake, Marysville in Yuba County, and further to Gridley and Chico in Butte County. Provided details on the estimated funding for the environmental phase of the North Valley Rail project, emphasizing the commitment of \$2.5 million in RIP funds and the pursuit of other federal funding opportunities in that domain.

- *Caltrans acknowledges and values the submitted request and looks forward to partnering with BCAG. Please note the 2024 ITIP is overprogrammed, meaning it lacks sufficient capacity within the current cycle to program the North Valley Rail Project.*

2. Jose Louise, Stanislas Council of Governments (StanCOG) at the ITIP North Hearing on November 8, 2023

Emphasized that StanCOG takes pride in several commendable projects, notably the San Joaquin Corridor 2nd platform in Modesto and Turlock. This initiative is poised to deliver a much-needed transportation service to our region, fostering inter-regional connectivity throughout California. Recognizing the financial constraints impacting the ITIP, we acknowledge the limitations on project inclusions. However, we want to convey our belief that both Caltrans and the CTC are attentive. We must voice our desire for future ITIP considerations, specifically for our paramount project in the region – State Route 132 West.

Highlighted a significant concern regarding the existing conditions at the junction of State Route 132 and Highway 99. This scenario requires trucks and motorists to exit one highway to access the other, creating an unconventional and potentially problematic interchange. The distinctive functionality of this interchange introduces safety risks and environmental hazards as trucks navigate through residential neighborhoods, resulting in the emission of particulate matter and carbon oxide. Stated that the region is predominantly designated as a disadvantaged community, making it imperative to address this overlooked segment of the highway system.

Expressed concern that this part of the highway system appears to have been neglected. Emphasized that the safety and goods movement benefits inherent in CAPTI resonate with the ongoing issues at this intersection. Requested careful consideration of these concerns in the forthcoming ITIP, emphasizing the significance of addressing safety, environmental, and community welfare in the region.

- *Caltrans will consider such additional investments during future cycles as appropriate and as funding availability allows.*
3. Mike LeBarre - Mayor of King City at the ITIP North Hearing on November 8, 2023

Expressed concern about the exclusion of the King City platform and multimodal Station - Phase One project from the 2022 ITIP request of \$7.5 million. Emphasized the significance of this project for the region and the Central Coast Corridor. Highlighted that the community and surrounding areas have historically faced disadvantages, receiving limited funds for new transportation opportunities. Noted that the project aligned with various local, regional, state, and federal goals and priorities, notably meeting National Security and Pentagon troop Readiness and resiliency goals.

Shared details about the potential funding plan, which included TIRCP funds, commitments from Amtrak amounting to \$5 million, a potential \$6.3 million from SRA, and the consideration of programming some AB125 funds by the transportation agency for the project. Urged for the restoration of funding for the King City multimodal stage station Phase One. Also, expressed availability to discuss the project's significance with staff and address any questions at their convenience.

- *The project was initially proposed in the 2022 ITIP with an IIP funds request of \$7.5 million. The ePPR for the draft 2024 ITIP now integrates revised cost estimates, indicating a total project cost of \$47 million with an IIP funds request of \$27 million. It's important to note that the provided cost estimate was at a conceptual level and did not originate from any engineering document. Based on the submitted documentation, the challenges with this project were the escalating cost estimate and lack of interregional connectivity benefits to other regions in California. For the ITIP, several criteria were considered for rail project selection, including, among others, projects with a nexus to HSR and those supporting service reliability, improvement, and expansion on existing state-supported intercity passenger rail corridors. Caltrans has established a dedicated team to assess all ITIP proposals based on the ITSP criteria. The evaluation process is highly competitive, prioritizing projects according to high scores, requirements in the STIP Guidelines, and alignment with the State's transportation goals, including CAPTI.*

Email Comments and Responses:

In addition to the three verbal comments, three emails were received with comments regarding the Draft 2024 ITIP. This section includes three email comments followed by Caltrans responses (in Italics).

1. CTC's Comments

Comment 1 - 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 the project(s) that have a full funding plan commitment.

- *Madera Highspeed Rail Station Project - PS&E, RW, and CON are intended to be funded through the MPDG Grant Application submitted in August 2023. If the MPDG application is not successful or receives less funding, SJJPA plans to apply for TIRCP in early 2024.*
Response: The proposal is to program \$80,000,000 of IIP funds in FY 27-28 for the CON phase under the rail reserve 2 project. Rail Reserve 2 is set aside for this project with the expectation the project will be fully programmed within the next two years when the project has a complete funding plan or when the project meets all the requirements of the STIP Guidelines.
- *San Dieguito Bridge Replacement, Double Track and Special Events Platform Project (San Dieguito Phase 2)- The uncommitted CON phase is intended to be funded through the NCTD Application that has been submitted, and SANDAG is currently awaiting the outcome.*
Response: The proposal is to program \$62,000,000 of IIP funds in FY 25-26 for the CON phase under the rail reserve project 2 until complete funding is secured for the CON phase. Rail Reserve 2 is set aside for this project with the expectation the project will be fully programmed within

the next two years when the project has a complete funding plan or when the project meets all the requirements of the STIP Guidelines.

Comment 2 – Non-Capacity Increasing Highway Operational Improvements

State highway operational improvements which do not expand the design capacity of the system, and which are intended to address spot congestion and are not directly related to TMCs or TMC field elements are eligible for the SHOPP. Regions may nominate these types of projects for STIP programming through the RTIP process if timely implementation through the SHOPP is not possible.

- *Shandon Roadside Rest Improvements project – This project has been removed from the ITIP as it would be a good fit for SHOPP or RIP funding through the RTIP process.*

Comment 3 – Active Transportation projects

Caltrans may propose standalone active transportation projects in the ITIP provided that they improve or enhance interregional movement of people and goods. Examples include:

- First/Last mile connections to the intercity rail or multi-region bus systems
- Bicycle highways that cross multi-regions along the interregional road system
- Projects that complete a multi-use trail that crosses multiple regions
- *Bay Skyway Phase 1: West Oakland Link and Yerba Buena Island Multi-Use Path projects - The revised scope in the ePPR describes interregional benefits that align with the emphasized guidance outlined in the 2024 STIP guidelines.*
- *Santa Claus Lane Railroad Crossing and Beach Access Improvements Phase 2: project - The narrative under the purpose and need in the ePPR describes interregional benefits that align with the emphasized guidance outlined in the 2024 STIP guidelines.*

2. Dawn Vattese – SANDAG

Comment 1 - Page 13 – Table 1: 2024 ITIP Projects and Associated Strategic Interregional Corridor.

The San Dieguito Bridge Replacement, Double Track and Special Events Platform Project (San Dieguito Phase 2) is on the Pacific Surfliner Route and in

San Diego County rather than North Coast and Los Angeles as initially published in the draft document.

- *Acknowledged*

Comment 2 - Page 14 - Figure 2: 2024 ITIP – Intercity Passenger Rail Projects and Associated Interregional Corridors

The San Dieguito Bridge Replacement, Double Track and Special Events Platform Project (San Dieguito Phase 2) is south of the San Onofre to Pulgas Double Track Phase 2 project rather than north of it as shown on the map.

- *Acknowledged*

3. Madera County Transportation Commission

Comment - Page 26, North Madera Widening (SR 99 Avenue 17-21) – The text indicates that this segment will be the last phase needed to complete 325.8 miles of managed lanes on SR 99 within Caltrans District 6. There is an additional 6.8-mile segment on SR 99 from SR 152 that runs through the City of Chowchilla to the Madera/Merced County line that will also need to be completed as a part of the 325.8 miles of managed lanes.

- *Revised the text*

Comment Letters:

Support letters are attached in this section

November 9, 2023

Tony Tavares, Director
California Department of Transportation
PO Box 942873
Sacramento, CA 94273-0001

Subject: Caltrans Draft 2024 Interregional Transportation Improvement Program (ITIP) Comments

Director Tavares:

We are providing this letter to express support for the inclusion of the SR 99 Ave 7-12 and SR 99 Ave 17-21 projects in Madera County and the SR 99 Delano to Pixley project in Tulare County in the 2024 Interregional Transportation Improvement Program (ITIP). State Route 99 is the transportation backbone of Madera County and the San Joaquin Valley and is a critical north-south goods movement artery for the State. It is because of the need for freight mobility and safety for Madera and Tulare Counties, the San Joaquin Valley and the State as a whole that continued investment in projects like these are critical. Additionally, MCTC supports the Madera High Speed Rail Station Project managed by the San Joaquin Joint Powers Authority (SJJPA).

MCTC offers the following comments on the Draft 2024 ITIP.

- Page 26, North Madera Widening (SR 99 Avenue 17-21) – The text indicates that this segment will be the last phase needed to complete 325.8 miles of managed lanes on SR 99 within Caltrans District 6. There is an additional 6.8-mile segment on SR 99 from SR 152 that runs through the City of Chowchilla to the Madera/Merced County line that will also need to be completed as a part of the 325.8 miles of managed lanes.

Thank you for your continued partnership with MCTC to deliver vital projects in Madera County and the San Joaquin Valley.

If you have any questions regarding, please contact me at (559) 675-0721 or patricia@maderactc.org.

Sincerely,



Patricia Taylor, Executive Director
Madera County Transportation Commission

November 13, 2023

Tony Tavares, Director
Caltrans
PO Box 942873
Sacramento, CA 94273-0001

Subject: Caltrans ITIP Programming for State Route 99 in Tulare and Madera Counties

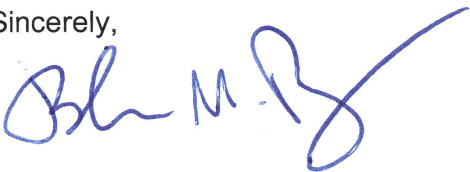
Dear Director Tavares:

We are providing this letter to express support for the inclusion of the SR-99 Delano to Pixley project in Tulare County and the SR-99 Ave 7-12 and SR-99 Ave 17-21 projects in Madera County in the 2024 Interregional Transportation Improvement Program (ITIP). State Route 99 is the transportation backbone of the San Joaquin Valley and is a critical north-south goods movement artery for the State. It is because of the need for freight mobility and safety for Tulare and Madera Counties, the San Joaquin Valley, and the State as a whole that continued investment in projects like these are critical.

- The San Joaquin Valley (SJV) is the highest producing agricultural region in the United States. In 2022, \$39 billion of California's \$56 billion of agricultural goods came from the San Joaquin Valley. If it were a state, the SJV would be the top agricultural producer in the country.
- These projects have been identified as a priority project in the San Joaquin Valley Goods Movement Plan and the Caltrans State Route 99 Business Plan.
- These projects combined with on-going locally funded interchange and other corridor improvements are part of a systematic effort to improve safety, goods movement, and economic opportunity in the San Joaquin Valley. Tulare and Madera Counties are among the most disadvantaged counties (by almost any economic or demographic indicator) in the State.

If you have any questions regarding this letter of support, please contact Stacie Guzman at (209) 709-5497 or Stacie.Guzman@mcagov.org.

Sincerely,



Josh Pedrozo
Chair, Merced County Association of Governments

Cc:
Lee Ann Eager, CTC Chair
Tanisha Taylor, CTC Executive Director



November 6, 2023

Tony Tavares, Director
Caltrans
P.O. Box 942873
Sacramento, CA 94273-0001

Re: Caltrans ITIP Programming for State Route 99 in Tulare and Madera Counties

Dear Director Tavares:

On behalf of the City of Porterville, I am writing in support for the inclusion of the "SR-99 Delano to Pixley" project in Tulare County and the "SR-99 Ave 7-12" and "SR-99 Ave 17-21" projects in Madera County in the 2024 Interregional Transportation Improvement Program (ITIP). State Route 99 is the transportation backbone of Tulare County and the greater San Joaquin Valley, and is a critical north-south goods movement artery for the state. It is because of the need for freight mobility and safety for Tulare and Madera Counties, the San Joaquin Valley and the state of California as a whole that continued investment in projects such as these are critical.

The San Joaquin Valley is the highest producing agricultural region in the United States. In 2022, \$39 billion of California's \$56 billion of agricultural goods came from the Valley. If the Valley were a state, it would be the top agricultural producer in the nation.

These projects have been identified as a priority project in the San Joaquin Valley Goods Movement Plan and the Caltrans State Route 99 Business Plan. These projects, combined with on-going locally funded interchange and other corridor improvements are part of a systemic effort to improve safety, goods movement and economic opportunity in the San Joaquin Valley. Tulare and Madera Counties are among the most disadvantaged counties by almost any economic or demographic indicator in the state of California.

I appreciate the opportunity to express my support for this important and valuable transportation and goods movement projects. If you have any further questions, please contact me at (559)782-7466 or marthaflores@ci.porterville.ca.us.

Sincerely,

Martha A. Flores, Mayor
City of Porterville

cc: Porterville City Council



November 28, 2023

Lee Ann Eager
 Chair, California Transportation Commission
 1120 N Street
 Sacramento, CA 95814

Re: Support for the Draft 2024 Interregional Transportation Improvement Program

Dear Chair Eager,

On behalf of Transportation California and our undersigned member organizations, representing the statewide transportation construction industry and workforce that builds, repairs, and maintains California's multimodal transportation system, we write in support of the Draft 2024 Interregional Transportation Improvement Program (Draft 2024 ITIP). Altogether, the Draft 2024 ITIP recognizes that ongoing projects require continued investment to ensure project completion; makes investments into all modes of transportation ensuring Californians are provided ever increasing, safer options to move about the state; and was vetted through the Climate Action Plan for Transportation Infrastructure (CAPTI) framework ensuring a balanced suite of projects that will ultimately help positively contribute to our climate, equity, public health, and economic goals, just to name a few.

The Draft 2024 ITIP balances the need to continue to invest in the state highway system to ensure the safe, efficient, and effective movement of goods and people with increasing investments into other modes of transport including transit and intercity rail, bicycle, and pedestrian infrastructure. The recently released Draft 2023 CAPTI Annual Progress Report

concluded that the ITIP has become progressively more multimodal over the past few iterations – the 2018 ITIP dedicated 26% of total funding to rail investments, the 2020 ITIP dedicated 30% of total funding to rail, and the 2022 ITIP dedicated 65% of total funding to rail and another 3% to active transportation. Simultaneously, biannual ITIPs continue to fund improvements to the state highway system with the realistic understanding that, even as transportation options becomes more multimodal, the movement of goods and people, including by zero-emission vehicles and busses, will require a complete, well-maintained, and efficiently operated state and local highway and road network.

With limited funding (\$312 million in new capacity), we laud the California Department of Transportation (Caltrans) for funding subsequent phases of already programed multimodal projects while carefully selecting ten new multimodal projects for funding. The statewide transportation construction industry is gratified by the additional Draft 2023 CAPTI Annual Progress Report’s findings that state funding is contributing significantly fewer greenhouse gas (GHG) emissions and vehicle miles traveled (VMT) per dollar invested in transportation projects.

As such, we are compelled to use this opportunity to also express our staunch opposition to recent proposals for a moratorium on capacity enhancing projects on the state highway system. Hardline proposals to end investments in the state highway system conveniently ignore the fact that an overwhelming majority of Californians must use a personal vehicle to get to work, school, and doctors’ appointments. Until such a time that communities of all varieties live in safe, affordable housing close to living-wage jobs that can be accessed by safe, robust, and reliable bicycle, pedestrian, and mass transit options, Californians need the state highway system. Our current situation – a lack of well-paying jobs close to affordable housing requiring people to drive and making alternative modes of transport more difficult to implement – was created over decades. It will not be undone overnight nor will abandoning the state highway system solve the world’s climate crisis. The statewide transportation construction industry supports the state’s efforts to reduce the transportation sector’s contribution towards climate change *and* we recognize that the state highway system is a vital part of the state’s overall, multimodal transportation network.

We can and must continue investing in making our state highways safer and more efficient while also making significantly greater investments into transit and intercity rail, bicycle, and pedestrian infrastructure. For these reasons, we support the Draft 2024 ITIP and urge retention of investment in all modes of transportation, including state highways.

Sincerely,

/s/

Kiana Valentine
Transportation California

Matt Cremins
International Union of Operating Engineers

Ron Rowlett
Nor Cal Carpenters Union

James Thuerwachter
California State Council of Laborers

Jon Switalski
Rebuild SoCal Partnership

Emily Cohen
United Contractors

John Gasparo
Southern California Contractors Association

Peter Tateishi
Associated General Contractors of California

Brad Diede
American Council of Engineering
Companies, California

Robert Dugan
California Construction and Industrial
Materials Association

Russell Snyder
California Asphalt Pavement Association

Matthew Conarro
Western Regional Association for Pavement
Preservation



**METROPOLITAN
TRANSPORTATION
COMMISSION**



**San Francisco
County Transportation
Authority**

November 28, 2023

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

RE: MTC AND SFCTA SUPPORT FOR BAY SKYWAY PHASE 1 IN THE 2024 ITIP

Dear Chair Norton:

On behalf of the Metropolitan Transportation Commission and the San Francisco County Transportation Authority, we strongly support the draft 2024 Interregional Transportation Improvement Program (ITIP), released on October 15, 2023, which includes a recommendation by the California Department of Transportation (Caltrans) to make crucial multimodal investments on the Interstate 80 Transbay corridor between Oakland and San Francisco via the Bay Skyway Phase 1, an active transportation connection linking Oakland and San Francisco.

The Metropolitan Transportation Commission is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area. The Transportation Authority develops San Francisco's transportation system through its roles as the county Congestion Management Agency and administrator of San Francisco's transportation sales tax and vehicle registration fee programs. The Transportation Authority also acts as the Treasure Island Mobility Management Agency, responsible for developing, implementing, and managing a comprehensive mobility program for Treasure Island and Yerba Buena Island.

The Bay Skyway Phase 1 will extend the existing multi-use pathway on the San Francisco-Oakland Bay Bridge East Span eastward to West Oakland and westward around Yerba Buena Island to Treasure Island, as well as provide the charging infrastructure needed to support electric ferry service between Treasure Island and downtown San Francisco. The proposed ITIP contributions of \$4.4 million for the West Oakland Link and \$4.9 million for the Yerba Buena Island Multi-use Path will complement local and regional investments, State and Federal grants, and leverage the existing investments in the East Span Path.

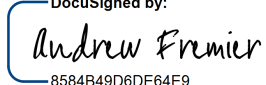
The Transbay Corridor, including I-80 over the San Francisco-Oakland Bay Bridge, is the region's most congested corridor and most heavily utilized transportation link. Bay Skyway Phase I will be the only active transportation facility between the East Bay and San Francisco. The project will close the San Francisco Bay gap between Downtown Oakland and Downtown San Francisco


with a safe, emission-free, low-cost, and non-motorized travel option to help achieve the ITIP goals of increasing safety and connectivity, supporting mode shift, and benefiting disadvantaged communities in West Oakland and on Treasure Island. It will also reduce congestion on the Transbay Corridor while inducing dense infill housing in Priority Development Areas.

In particular, the Project will close a critical active transportation network gap for residents of the state-defined disadvantaged communities of West Oakland and Treasure Island, linking these communities with well-paying jobs and recreational, cultural, and other key destinations. In addition, the West Oakland Link component will directly improve goods movement to/from the Port of Oakland by reducing traffic conflicts between non-motorized traffic, trucks, and rail transportation.

For these reasons, we believe the Bay Skyway Phase 1 is a model of sustainable transportation and respectfully request your support of the draft 2024 ITIP, including \$9.3 million for the Bay Skyway Phase 1 project. Thank you for your consideration.

Sincerely,

DocuSigned by:

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11/28/2023
Andrew Fremier
Executive Director, Metropolitan
Transportation Commission

DocuSigned by:

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11/29/2023
Tilly Chang
Executive Director, San Francisco
County Transportation Authority



November 28, 2023

Lee Ann Eager
Chair, California Transportation Commission
1120 N Street
Sacramento, CA 95814

**Re: Support for the Draft 2024 Interregional Transportation Improvement Program
and Associated Investments in State Route 99**

The undersigned legislators write in support of the Draft 2024 Interregional Transportation Improvement Program (Draft 2024 ITIP) released by the California Department of Transportation (Caltrans) on October 27, 2023. Specifically, we support the proposed investments into projects on State Route 99 (SR 99) which will help make necessary progress towards finishing this critical north-south corridor that moves the San Joaquin Valley's bountiful ag goods up and down the state; supports the movement of other goods from the state's ports of entry; and connects people to jobs, education, health care, recreation, and more.

The Draft 2024 ITIP makes well-rounded investments into multimodal transportation projects ranging from transit and intercity rail projects, strategic investments in state highway projects that serve as critical interregional corridors that support goods movement and farm-to-market needs, and active transportation projects to increase bicycle and pedestrian travel choices. The Draft 2024 ITIP was also vetted under the Governor's Climate Action Plan for Transportation Infrastructure (CAPTI) thus ensuring the state's climate, equity, economic, and many other vitally important goals were considered in the development and selection of projects.

The proposed investments in SR 99 in the Draft 2024 ITIP recognize the role state highways will continue to play in the larger, climate-friendly multimodal transportation system envisioned by

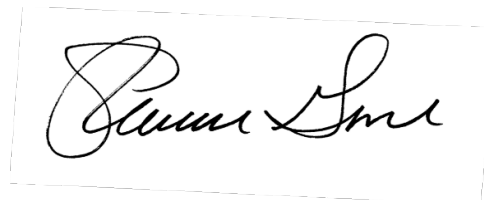
the state. The San Joaquin Valley is already doing significant work to maximize multimodal opportunities– from investing in transit and interregional rail, building safe bicycle and pedestrian infrastructure, developing new inland port facilities to support the movement of freight off the state highway system, and the development of affordable housing in existing urbanized areas. A completed SR 99 is a vital part of the global transportation strategy for the region. The San Joaquin Valley cannot thrive without a completed SR 99. Not only do the bottlenecks on the route pose significant safety issues, but they also cause unnecessary congestion, contribute negatively to air quality and greenhouse gas emissions, and stifle goods movement and economic opportunity.

For these reasons, we support the Draft 2024 ITIP and its investments into key projects to finish SR 99. Should you have any questions, do not hesitate to contact Marisol Ibarra with the Office of Senator Melissa Hurtado, at Marisol.Ibarra@sen.ca.gov or via phone (916) 651-4014.

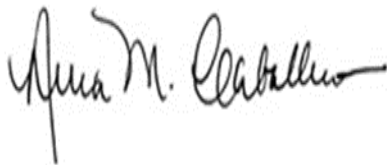
Sincerely,



Senator Melissa Hurtado
16th Senate District



Senator Shannon Grove
12th Senate District



Senator Anna Caballero
14th Senate District



Assemblymember Carlos Villapudua
13th Assembly District



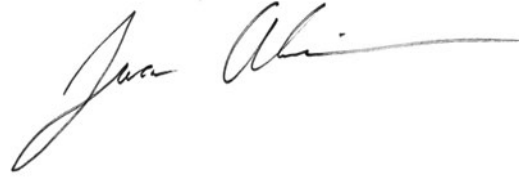
Assemblymember Esmeralda Soria
27th Assembly District



Assemblymember Devon Mathis
33rd Assembly District



Assemblymember Jim Patterson
8th Assembly District



Assemblymember Juan Alanis
22nd Assembly District

cc: Toks Omishakin, Secretary, California State Transportation Agency
Tony Tavares, Director, California Department of Transportation
Tanisha Taylor, Executive Director, California Transportation Commission
Ronda Paschal, Deputy Legislative Secretary, Office of Governor Gavin Newsom
James Hacker, Deputy Cabinet Secretary, Office of Governor Gavin Newsom



November 30, 2023

Lee Ann Eager
Chair, California Transportation Commission
1120 N Street
Sacramento, CA 95814

Re: Finish the 99 Coalition Support for the Draft 2024 Interregional Transportation Improvement Program

The Finish the 99 Coalition, comprised of the undersigned organizations, writes in strong support of the Draft 2024 Interregional Transportation Improvement Program (Draft 2024 ITIP). Specifically, we support the proposed investments in projects on State Route 99 (SR 99) which will help close the existing gaps and create a seamless corridor to three lanes throughout. In doing so, these projects will address significant safety issues, increase the efficiency and effectiveness of the movement of goods throughout the state, including vital agricultural products, reduce negative air quality and other environmental impacts, and increase multimodal travel including supporting intercity rail, transit, and bicycle and pedestrian mobility.

The Draft 2024 ITIP was vetted under the Governor's Climate Action Plan for Transportation Infrastructure (CAPTI) framework thus ensuring the state's climate, equity, economic, and many other vitally important goals were considered in the development and selection of projects. According to the Draft 2023 CAPTI Annual Progress Report, programs like the ITIP that have invested in SR 99 in previous cycles, are becoming even more multimodal, contribute to a reduction of greenhouse gas emissions from the transportation sector, generate fewer vehicle miles traveled per dollar invested, address inequities created by past transportation and land-use decision making, and support jobs and economic growth.

Moreover, the San Joaquin Valley is working with the California Department of Transportation to develop a new multimodal corridor plan which will enhance and add to the already significant work being done to create

sustainable communities, build affordable housing, and increase multimodal opportunities. A completed SR 99 is a vital part of the global strategy for the region.

For these reasons, the Finish the 99 Coalition supports the Draft 2024 ITIP and its investments into key projects to finish SR 99.

Sincerely,

/s/

The Honorable Amy Shuklian
Chair
Tulare County Association of Governments

James Thuerwachter
Legislative Advocate
California State Council of Laborers

The Honorable Waseem Ahmed
Chair
Madera County Transportation Commission

Matt Cremins
Political Director
International Union of Operating Engineers

The Honorable Joshua Pedrozo
Chair
Merced County Association of Governments

Ron Rowlett
Director of Public Relations and Government Affairs
Nor Cal Carpenters Union

The Honorable Robert Poythress
Supervisor
County of Madera

Emily Cohen
Executive Vice President
United Contractors

The Honorable Daron McDaniel
Director
Merced County Association of Governments

Peter Tateishi
Executive Director
Associated General Contractors of California

The Honorable Maribel Reynosa
Mayor
City of Dinuba

Michael Quigley
Executive Director
California Alliance for Jobs

The Honorable Martha A. Flores
Mayor
City of Porterville

Jon Switalski
Executive Director
Rebuild SoCal Partnership

The Honorable Rudy Mendoza
Mayor
City of Woodlake

Shane A. Gusman
Legislative Director
Teamsters

Jeremy Smith
Director of Workforce Development
State Building and Construction Trades Council

Mark Watts
Legislative Advocate
Transportation California

Todd Bloomstein
Legislative Advocate
Southern California Contractors Association

Russel Snyder
Executive Director
California Asphalt Pavement Association

Chris Hiatt
Vice President
American Honey Producers Association

Matthew Conarro
President
Western Regional Association of Pavement
Preservation

Jerry Sinift
Chief Executive Officer
Tulare International Agriculture Center

cc: Toks Omishakin, Secretary, California State Transportation Agency
Tony Tavares, Director, California Department of Transportation
Tanisha Taylor, Executive Director, California Transportation Commission
Ronda Paschal, Deputy Legislative Secretary, Office of Governor Gavin Newsom
James Hacker, Deputy Cabinet Secretary, Office of Governor Gavin Newsom



November 6, 2023

Chair Lee Ann Eager
Attn: Tanisha Taylor
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Tony Tavares, Director
California Department of Transportation
PO Box 942873
Sacramento, CA 94273-0001

Subject: Caltrans ITIP Programming for State Route 99 in Madera and Tulare Counties and HSR Station in Madera County.

Chair Eager and Director Tavares:

We are providing this letter to express support for the inclusion of the SR 99 Ave 7-12 and SR 99 Ave 17-21 projects in Madera County and the SR 99 Delano to Pixley project in Tulare County in the 2024 Interregional Transportation Improvement Program (ITIP). State Route 99 is the transportation backbone of Madera County and the San Joaquin Valley and is a critical north-south goods movement artery for the State. It is because of the need for freight mobility and safety for Madera and Tulare Counties, the San Joaquin Valley and the State as a whole that continued investment in projects like these are critical.

- The San Joaquin Valley (SVJ) is the highest producing agricultural region in the United States. In 2022, \$39 billion of California's \$56 billion of agricultural goods came from the San Joaquin Valley. If it were a state, the SVJ would be the top agricultural producer in the country.
- These projects have been identified as a priority project in the San Joaquin Valley Goods Movement Plan and the Caltrans State Route 99 Business Plan.
- These projects combined with on-going locally funded interchange and other corridor improvements are part of a systematic effort to improve safety, goods movement and economic opportunity in the San Joaquin Valley. Madera and Tulare Counties are among the most disadvantaged counties (by almost any economic or demographic indicator) in the State.

Additionally, we support the Madera High Speed Rail Station Project managed by the San Joaquin Joint Powers Authority (SJJA).

Sincerely,

Mattie Mendez
Executive Director

1225 Gill Avenue • Madera, CA 93637 • www.maderacap.org

Administration / Community Services (559) 673-9173 • Fax (559) 673-3223

Child Care Alternative Payment and Resource & Referral Program (559) 661-0779 • Fax (559) 661-0764

Head Start Child Development Services (559) 673-0012 • Fax (559) 661-8459

Fresno Migrant Head Start • 4610 W. Jacquelyn Ave • Fresno, CA 93722 • (559) 277-8641 • Fax (559) 277-2640

Victim Services Center • 812 W. Yosemite Avenue, Suite 101 • Madera, CA 93637 • (559) 661-1000 / (800) 355-8989 • Fax (559) 661-8389

CITY OF CHOWCHILLA CALIFORNIA



November 17, 2023

Chair Lee Ann Eager
Attn: Tanisha Taylor
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Tony Tavares, Director
California Department of Transportation
PO Box 942873
Sacramento, CA 94273-0001

Subject: Caltrans ITIP Programming for State Route 99 in Madera and Tulare Counties and HSR Station in Madera County.

Chair Eager and Director Tavares:

We are providing this letter to express support for the inclusion of the SR 99 Ave 7-12 and SR 99 Ave 17-21 projects in Madera County and the SR 99 Delano to Pixley project in Tulare County in the 2024 Interregional Transportation Improvement Program (ITIP). State Route 99 is the transportation backbone of Madera County and the San Joaquin Valley and is a critical north-south goods movement artery for the State. It is because of the need for freight mobility and safety for Madera and Tulare Counties, the San Joaquin Valley and the State as a whole that continued investment in projects like these are critical.

- The San Joaquin Valley (SJV) is the highest producing agricultural region in the United States. In 2022, \$39 billion of California's \$56 billion of agricultural goods came from the San Joaquin Valley. If it were a state, the SJV would be the top agricultural producer in the country.
- These projects have been identified as a priority project in the San Joaquin Valley Goods Movement Plan and the Caltrans State Route 99 Business Plan.
- These projects combined with on-going locally funded interchange and other corridor improvements are part of a systematic effort to improve safety, goods movement and economic opportunity in the San Joaquin Valley. Madera and Tulare Counties are among the most disadvantaged counties (by almost any economic or demographic indicator) in the State.

Additionally, we support the Madera High Speed Rail Station Project managed by the San Joaquin Joint Powers Authority (SJJPA).

Sincerely,
Jason Rogers, Director of Public Works

130 S Second Street, Chowchilla, CA 93610
Telephone: (559) 665-8615 www.CityOfChowchilla.org



November 6, 2023

Chair Lee Ann Eager
Attn: Tanisha Taylor
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Tony Tavares, Director
California Department of Transportation
PO Box 942873
Sacramento, CA 94273-0001

Subject: Caltrans ITIP Programming for State Route 99 in Madera and Tulare Counties and HSR Station in Madera County.

Chair Eager and Director Tavares:

The Madera County Economic Development Commission (MCEDC) would like to express support for the inclusion of the SR 99 Ave 7-12 and SR 99 Ave 17-21 projects in Madera County and the SR 99 Delano to Pixley project in Tulare County in the 2024 Interregional Transportation Improvement Program (ITIP). State Route 99 is the transportation backbone of Madera County and the San Joaquin Valley and is a critical north-south goods movement artery for the State. It is because of the need for freight mobility and safety for Madera and Tulare Counties, the San Joaquin Valley and the State as a whole that continued investment in projects like these are critical.

- The San Joaquin Valley (SJV) is the highest producing agricultural region in the United States. In 2022, \$39 billion of California's \$56 billion of agricultural goods came from the San Joaquin Valley. If it were a state, the SJV would be the top agricultural producer in the country.
- These projects have been identified as a priority project in the San Joaquin Valley Goods Movement Plan and the Caltrans State Route 99 Business Plan.
- These projects combined with on-going locally funded interchange and other corridor improvements are part of a systematic effort to improve safety, goods movement and economic opportunity in the San Joaquin Valley. Madera and Tulare Counties are among the most disadvantaged counties (by almost any economic or demographic indicator) in the State.

Additionally, we support the Madera High Speed Rail Station Project managed by the San Joaquin Joint Powers Authority (SJJPA).

Sincerely,


Executive Director

"Madera County, The Perfect Location"



November 7, 2023



9300 Valley Children's Place
Madera, CA 93636

(559) 353-3000
valleychildrens.org

Chair Lee Ann Eager
Attn: Tanisha Taylor
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Tony Tavares, Director
California Department of Transportation
PO Box 942873
Sacramento, CA 94273-0001

Subject: Caltrans ITIP Programming for State Route 99 in Madera and Tulare Counties and HSR Station in Madera County.

Chair Eager and Director Tavares:

Valley Children's Healthcare is providing this letter to express support for the inclusion of the SR 99 Ave 7-12 and SR 99 Ave 17-21 projects in Madera County and the SR 99 Delano to Pixley project in Tulare County in the 2024 Interregional Transportation Improvement Program (ITIP). State Route 99 is the transportation backbone of Madera County and the San Joaquin Valley and is a critical north-south goods movement artery for the State. It is because of the need for freight mobility and safety for Madera and Tulare Counties, the San Joaquin Valley and the State as a whole that continued investment in projects like these are critical.

- The San Joaquin Valley (SJV) is the highest producing agricultural region in the United States. In 2022, \$39 billion of California's \$56 billion of agricultural goods came from the San Joaquin Valley. If it were a state, the SJV would be the top agricultural producer in the country.
- These projects have been identified as a priority project in the San Joaquin Valley Goods Movement Plan and the Caltrans State Route 99 Business Plan.
- These projects combined with on-going locally funded interchange and other corridor improvements are part of a systematic effort to improve safety, goods movement and economic opportunity in the San Joaquin Valley. Madera and Tulare Counties are among the most disadvantaged counties (by almost any economic or demographic indicator) in the State.

Furthermore, these improvements to SR 99 will help ensure that children in need of emergency services or families traveling to Valley Children's for their children's appointments will arrive as quickly and as safely as possible.

Thank you for your consideration.

Sincerely,



Tim Curley
Director of Community and Government Relations



November 15, 2023

Chair Lee Ann Eager
Attn: Tanisha Taylor
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Tony Tavares, Director
California Department of Transportation
PO Box 942873
Sacramento, CA 94273-0001

Subject: Caltrans ITIP Programming for State Route 99 in Madera and Tulare Counties and HSR Station in Madera County.

Chair Eager and Director Tavares:

We are providing this letter to express support for the inclusion of the SR 99 Ave 7-12 and SR 99 Ave 17-21 projects in Madera County and the SR 99 Delano to Pixley project in Tulare County in the 2024 Interregional Transportation Improvement Program (ITIP). State Route 99 is the transportation backbone of Madera County and the San Joaquin Valley and is a critical north-south goods movement artery for the State. It is because of the need for freight mobility and safety for Madera and Tulare Counties, the San Joaquin Valley and the State as a whole that continued investment in projects like these are critical.


- The San Joaquin Valley (SJV) is the highest producing agricultural region in the United States. In 2022, \$39 billion of California's \$56 billion of agricultural goods came from the San Joaquin Valley. If it were a state, the SJV would be the top agricultural producer in the country.

Madera City Hall, 205 W 4th Street, Madera, CA 93637
PHONE: (559) 661-5400 • www.madera.gov

- These projects have been identified as a priority project in the San Joaquin Valley Goods Movement Plan and the Caltrans State Route 99 Business Plan.
- These projects combined with on-going locally funded interchange and other corridor improvements are part of a systematic effort to improve safety, goods movement and economic opportunity in the San Joaquin Valley. Madera and Tulare Counties are among the most disadvantaged counties (by almost any economic or demographic indicator) in the State.

Additionally, we support the Madera High Speed Rail Station Project managed by the San Joaquin Joint Powers Authority (SJJPAA).

Sincerely,


Arnoldo Rodriguez
City Manager
City of Madera

Madera City Hall, 205 W 4th Street, Madera, CA 93637
PHONE: (559) 661-5400 • www.madera.gov



MEMBERS OF THE BOARD

JORDAN WAMHOFF, District No. 1
DAVID ROGERS, District No. 2
ROBERT L. POYTHRESS, District No. 3
LETICIA GONZALEZ, District No. 4
BOBBY MACAULAY, District No. 5

KAREN SCRIVNER, Chief Clerk of the Board

November 7, 2023

Chair Lee Ann Eager
Attn: Tanisha Taylor
California Transportation Commission
1120 N. Street, Mail Station 52
Sacramento, CA 95814

Tony Tavares, Director
California Department of Transportation
PO Box 942873
Sacramento, CA 94273-0001

RE: Caltrans ITIP Programming for State Route 99 in Madera and Tulare Counties and HSR Station in Madera County.

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BOARD OF SUPERVISORS

200 West 4th Street • Madera, CA 93637 • 559.675.7700 • madco311.com • maderacounty.com
2024 ITIP

Additionally, we support the Madera High Speed Rail Station Project managed by the San Joaquin Joint Powers Authority (SJJPAA).

Sincerely,

A handwritten signature in blue ink that reads "David B. Rogers". The signature is fluid and cursive, with a large initial "D" and a long, sweeping underline.

David Rogers, Chairman
Madera County Board of Supervisors

November 13, 2023

Tony Tavares, Director
Caltrans
PO Box 942873
Sacramento, CA 94273-0001

Subject: Caltrans ITIP Programming for State Route 99 in Tulare and Madera Counties

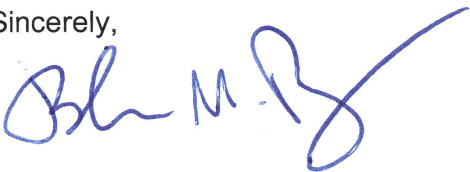
Dear Director Tavares:

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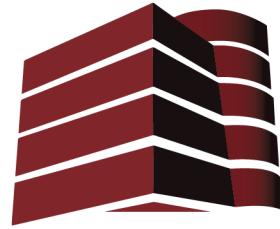
If you have any questions regarding this letter of support, please contact Stacie Guzman at (209) 709-5497 or Stacie.Guzman@mcagov.org.

Sincerely,



Josh Pedrozo
Chair, Merced County Association of Governments

Cc:
Lee Ann Eager, CTC Chair
Tanisha Taylor, CTC Executive Director



November 6, 2023

Chair Lee Ann Eager
Attn: Tanisha Taylor
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Tony Tavares, Director
California Department of Transportation
PO Box 942873
Sacramento, CA 94273-0001

Subject: Caltrans ITIP Programming for State Route 99 in Madera and Tulare Counties and HSR Station in Madera County.

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Sincerely,

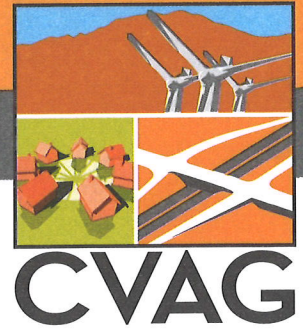
SPAN CONSTRUCTION & ENGINEERING, INC.

Julia Howell

Julia Howell
CFO

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

74-199 El Paseo Drive, Suite 100, Palm Desert, CA 92260 · (760) 346-1127 · www.cvag.org



November 29, 2023

Lee Ann Eager
Chair, California Transportation Commission
1120 N Street
Sacramento, CA 95814

Re: Coachella Valley Association of Governments Support for the Draft 2024 Interregional Transportation Improvement Program: Coachella Valley Rail Corridor Investments

Dear Chair Eager,

As the Executive Director of the Coachella Valley Association of Governments (CVAG), I write in support of the Draft 2024 Interregional Transportation Improvement Program (Draft 2023 ITIP). Specifically, CVAG supports the \$10 million proposed for the Coachella Valley Rail Corridor (CV Rail) connecting desert communities with Los Angeles County, Orange County, and the Inland Empire through 144 miles of passenger rail service.

CVAG is a joint powers authority comprised of the nine Coachella Valley cities, the City of Blythe, four local Tribal Nations, and the County of Riverside. As a regional transportation planning agency, CVAG funds and builds regional projects that improve mobility, decrease congestion and associated emissions, and increase alternative transportation modes.

The \$10 million included for CV Rail in the Draft 2024 ITIP would be used to support completion of the environmental phase, including conceptual engineering, six station locations and design, and a Tier 2 Project Level Environmental Document. Advancing the next phase of this transformative project will accelerate significant environmental, economic, and quality of life benefits. CV Rail will reduce vehicle miles traveled (VMT), greenhouse gas emissions (GHG), and other negative air quality impacts helping the state meet its climate and equity goals. The planned station areas (nine in all) will provide transit-oriented development opportunities and contribute much needed housing to the region. The project will also significantly expand economic opportunities by opening travel to restaurants, resorts, music festivals, sports facilities, and commercial and retail centers and well as connecting to other rail systems and broadening travel opportunities nationwide.

For these reasons, I write in support the Draft 2024 ITIP and urge retention of the \$10 million proposed for CV Rail in the final 2024 ITIP. Should you have any questions about our position on the Draft 2024 ITIP, please contact me direct at 760-346-1127 or at tkirk@cvag.org.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tom Kirk", is written over a horizontal line.

Tom Kirk
Executive Director

cc: Toks Omishakin, Secretary, California State Transportation Agency
Tony Tavares, Director, California Department of Transportation
Tanisha Taylor, Executive Director, California Transportation Commission
Ronda Paschal, Deputy Legislative Secretary, Office of Governor Gavin Newsom
James Hacker, Deputy Cabinet Secretary, Office of Governor Gavin Newsom



CAPITOL OFFICE
1021 O STREET, SUITE 7120
SACRAMENTO, CA 95814
(916) 651-4032

DISTRICT OFFICES
24640 JEFFERSON AVENUE, SUITE 202
MURRIETA, CA 92562
(951) 894-2220

4740 GREEN RIVER ROAD, SUITE 212
CORONA, CA 92878
(951) 280-1620

777 E. TAHQUITZ CANYON WAY, SUITE 200-12
PALM SPRINGS, CA 92262
(760) 422-6684

California State Senate

SENATOR
KELLY SEYARTO

THIRTY-SECOND SENATE DISTRICT



COMMITTEES
GOVERNANCE & FINANCE
VICE CHAIR
NATURAL RESOURCES
VICE CHAIR
BUDGET SUBCOMMITTEE #5
APPROPRIATIONS
GOVERNMENTAL ORGANIZATION
ENERGY
JOINT LEGISLATIVE AUDIT
HOUSING
TRANSPORTATION

November 30th, 2023

Lee Ann Eager
Chair, California Transportation Commission
1120 N Street
Sacramento, CA 95814

Re: Support for the Draft 2024 Interregional Transportation Improvement Program:
Coachella Valley Rail Corridor Investments

Dear Chair Eager:

I would like to express my support for the Draft 2024 Interregional Transportation Improvement Program (Draft 2023 ITIP) and specifically the \$10 million proposed for the Coachella Valley Rail Corridor (CV Rail) connecting desert communities with Los Angeles County, Orange County, and the Inland Empire through 144 miles of passenger rail service.

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Thank you for your consideration of this request.

Sincerely,

A handwritten signature in black ink that reads "Kelly Seyarto".

Kelly Seyarto
State Senator, 32nd District

California Legislature

December 5, 2023

Lee Ann Eager
Chair, California Transportation Commission
1120 N Street
Sacramento, CA 95814

Re: Support for the Draft 2024 Interregional Transportation Improvement Program:
Nevada SR 49 Corridor Improvement Project: Zero-Emission Bus Charging
Infrastructure

Dear Chair Eager:

We are writing in support of the Draft 2024 Interregional Transportation Improvement Program (Draft 2024 ITIP). Specifically, we support the \$2 million proposed to complete the access improvements to the zero-emission bus-charging infrastructure at the Nevada County Transit Operations Center.

Nevada County's zero-emission bus charging infrastructure is part of the larger Nevada State Route 49 Corridor Improvement Project (SR 49 Project) to enhance and improve safety, operations, and the movement of goods and people along this important interregional route. Additionally, the SR 49 Project will also positively contribute to emergency readiness during evacuations for the rural communities in Nevada County and reduce emissions to adjacent disadvantaged communities.

The Draft 2024 ITIP continues to make progress towards the state's multimodal transportation goals, as evidenced by the many investments it makes into zero-emission infrastructure, transit, intercity rail, important interregional highways, and bicycle and pedestrian mobility.

For these reasons, we support the Draft 2024 ITIP and urge retention of the \$2 million for the access improvements to the Nevada County Transit Operations Center and Nevada SR 49 Project.

Sincerely,



Senator Brian Dahle
1st Senate District



Assemblywoman Megan Dahle
1st Assembly District

cc: Toks Omishakin, Secretary, California State Transportation Agency
Tony Tavares, Director, California Department of Transportation
Tanisha Taylor, Executive Director, California Transportation Commission
Ronda Paschal, Deputy Legislative Secretary, Office of Governor Gavin Newsom
James Hacker, Deputy Cabinet Secretary, Office of Governor Gavin Newsom

California Legislature

December 5, 2023

Lee Ann Eager
Chair, California Transportation Commission
1120 N Street
Sacramento, CA 95814

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1st Senate District


Assemblywoman Megan Dahle
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Tony Tavares, Director, California Department of Transportation
Tanisha Taylor, Executive Director, California Transportation Commission
Ronda Paschal, Deputy Legislative Secretary, Office of Governor Gavin Newsom
James Hacker, Deputy Cabinet Secretary, Office of Governor Gavin Newsom

Appendix D – Benefit Cost Analysis

Project narratives in this document describe how the 2024 ITIP furthers the goals of the 2021 ITSP. In addition, the economic impact of the new ITIP 2024 Projects was performed.

For the estimated total cost of \$184.7 million for new projects in 2024 would result in the creation of 6,324 jobs, of which 3,444 (54%) are direct jobs, 1,645(26%) are induced, and 1,235 (20%) 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 new projects.

Sacramento City College Station

2023 Sacramento City College Valley Rail BCA				
BCA Results	Description	Value		
	Undiscounted Benefits	\$199,949		
	Undiscounted Costs	\$23,281		
	Undiscounted Benefit-Cost Ratio	8.59		
	Total Benefits (4%)	\$95,700		
	Total Costs (4%)	\$17,362		
	Net Present Value (4%)	\$78,339		
Benefits (Disbenefits) by Type	Description	Undiscounted	Discounted at 4%	Share of Total
	Residual Value	\$9,955	\$3,320	3%
	Operating & Maintenance Costs	(\$357)	(\$177)	0%
	Safety Cost Savings	\$25,487	\$12,493	13%
	Travel Time Cost Savings	\$27,646	\$12,783	13%
	Vehicle Operating Cost Savings	\$105,931	\$51,923	54%
	Social Cost Savings (Congestion, Noise, and Pavement)	\$28,365	\$13,904	15%
	CO2 Emissions Cost Savings	\$2,690	\$1,336	1%
	Non-CO2 Emissions Cost Savings	\$231	\$120	0%
	Total Benefits	\$199,949	\$95,700	100%

Central Coast Layover Facility

BENEFIT-COST ANALYSIS SUMMARY TABLE									
Year	Initial Capital Cost	Operations and Maintenance Costs Increase	Discounted Costs	Safety Benefits	Travel Time Benefits	Operational Benefits	Amenity Benefits	Emission Benefits	Discounted Benefits
2021 ¹	\$1,905,000	\$0	\$1,780,374	\$0	\$0	\$0	\$0	\$0	\$0
2022 ¹	\$1,905,000	\$0	\$1,663,901	\$0	\$0	\$0	\$0	\$0	\$0
2023 ²	\$1,357,000	\$0	\$1,107,716	\$0	\$0	\$0	\$0	\$0	\$0
2024 ²	\$1,357,000	\$0	\$1,035,249	\$0	\$0	\$0	\$0	\$0	\$0
2025 ³	\$20,994,000	\$0	\$14,968,432	\$0	\$0	\$0	\$0	\$0	\$0
2026 ⁴	\$13,996,000	\$2,221,931	\$10,806,692	\$0	\$0	\$0	\$0	\$0	\$0
2027 ⁵	\$0	\$210,000	\$130,777	\$25,563	\$227,169	\$3,382,730	\$100,522	\$1,823,903	\$3,462,419
2028	\$0	\$210,000	\$122,222	\$25,563	\$227,169	\$3,382,730	\$100,522	\$1,823,903	\$3,235,905
2029	\$0	\$210,000	\$114,226	\$25,563	\$227,169	\$3,382,730	\$100,522	\$1,823,903	\$3,024,210
2030	\$0	\$210,000	\$106,753	\$25,563	\$227,169	\$3,382,730	\$100,522	\$1,823,903	\$2,826,365
2031	\$0	\$210,000	\$99,769	\$25,563	\$227,169	\$3,382,730	\$100,522	\$1,823,903	\$2,641,463
2032 ⁶	\$0	\$195,510	\$86,809	\$25,563	\$227,169	\$3,382,730	\$100,522	\$1,529,342	\$2,337,868
2033	\$0	\$195,510	\$81,130	\$25,563	\$227,169	\$3,382,730	\$100,522	\$1,529,342	\$2,184,923
2034	\$0	\$195,510	\$75,822	\$25,563	\$227,169	\$3,382,730	\$100,522	\$1,529,342	\$2,041,984
2035	\$0	\$195,510	\$70,862	\$25,563	\$227,169	\$3,382,730	\$100,522	\$1,529,342	\$1,908,396
2036	\$0	\$195,510	\$66,226	\$25,563	\$227,169	\$3,382,730	\$100,522	\$1,529,342	\$1,783,548
2037	\$0	\$195,510	\$61,893	\$25,563	\$227,169	\$3,382,730	\$100,522	\$1,529,342	\$1,666,867
2038	\$0	\$195,510	\$57,844	\$25,563	\$227,169	\$3,382,730	\$100,522	\$1,529,342	\$1,557,820
2039	\$0	\$195,510	\$54,060	\$25,563	\$227,169	\$3,382,730	\$100,522	\$1,529,342	\$1,455,907
2040	\$0	\$195,510	\$50,523	\$25,563	\$227,169	\$3,382,730	\$100,522	\$1,529,342	\$1,360,660
2041	\$0	\$195,510	\$47,218	\$25,563	\$227,169	\$3,382,730	\$100,522	\$1,529,342	\$1,271,645
2042	\$0	\$195,510	\$44,129	\$25,563	\$227,169	\$3,382,730	\$100,522	\$1,529,342	\$1,188,453
2043	\$0	\$195,510	\$41,242	\$25,563	\$227,169	\$3,382,730	\$100,522	\$1,529,342	\$1,110,704
2044	\$0	\$195,510	\$38,544	\$25,563	\$227,169	\$3,382,730	\$100,522	\$1,529,342	\$1,038,041
2045	\$0	\$195,510	\$36,023	\$25,563	\$227,169	\$3,382,730	\$100,522	\$1,529,342	\$970,132
2046	\$0	\$195,510	\$33,666	\$25,563	\$227,169	\$3,382,730	\$100,522	\$1,529,342	\$906,665
2047	\$0	\$195,510	\$31,463	\$25,563	\$227,169	\$3,382,730	\$100,522	\$1,529,342	\$847,351
2048	\$0	\$195,510	\$29,405	\$25,563	\$227,169	\$3,382,730	\$100,522	\$1,529,342	\$791,917
2049	\$0	\$195,510	\$27,481	\$25,563	\$227,169	\$3,382,730	\$100,522	\$1,529,342	\$740,109
2050	\$0	\$195,510	\$25,684	\$25,563	\$227,169	\$3,382,730	\$100,522	\$1,529,342	\$691,691
2051	\$0	\$195,510	\$24,003	\$25,563	\$227,169	\$3,382,730	\$100,522	\$1,529,342	\$646,440
2052	\$0	\$195,510	\$22,433	\$25,563	\$227,169	\$3,382,730	\$100,522	\$1,529,342	\$604,149
2053	\$0	\$195,510	\$20,965	\$25,563	\$227,169	\$3,382,730	\$100,522	\$1,529,342	\$564,626
2054	\$0	\$195,510	\$19,594	\$25,563	\$227,169	\$3,382,730	\$100,522	\$1,529,342	\$527,688
2055	\$0	\$195,510	\$18,312	\$25,563	\$227,169	\$3,382,730	\$100,522	\$1,529,342	\$493,166
2056	\$0	\$195,510	\$17,114	\$25,563	\$227,169	\$3,382,730	\$100,522	\$1,529,342	\$460,903
TOTALS	\$41,514,000	\$8,159,681	\$33,018,560	\$766,886	\$6,815,070	\$101,481,910	\$3,015,660	\$47,353,064	\$44,342,015
RV	Residual value assuming 50-year service life for the new CCLF								\$1,453,579
NPV	\$12,777,035								
BCR	1.3870								

¹ Environmental/Preliminary Engineering Phase; ² Design/Engineering Phase; ³ Construction Phase Start (60% of costs); ⁴ Construction Phase Complete (40% of cost), 3 months operation; ⁵ Service expands to 3 daily round trips; ⁶ Service expands to 4 daily round trips

Bay Skyway Phase 1 - West Oakland Link & Yerba Buena Island (YBI) Multi Use Path

District: 4
PROJECT: Bay Skyway Phase I

EA:
PPNO:

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$183.3
Life-Cycle Benefits (mil. \$)	\$481.6
Net Present Value (mil. \$)	\$298.3
Benefit / Cost Ratio:	2.6
Rate of Return on Investment:	15.8%
Payback Period:	5 years

ITEMIZED BENEFITS (mil. \$)	Total Over 20 Years	Average Annual
Travel Time Savings / Journey Quality	\$154.3	\$7.7
Health Benefits	\$239.3	\$12.0
Veh. Op. Cost Savings	\$50.6	\$2.5
Accident Cost Savings	\$33.1	\$1.7
Emission Cost Savings	\$4.3	\$0.2
TOTAL BENEFITS	\$481.6	\$24.1
Person-Hours of Time Saved	13,580,615	679,031
Fatalities Avoided	1	0
Injuries Avoided	88	4
PDO Avoided	552	28

Should benefit-cost results include:

1) Induced Travel? (y/n)
Default = Y

2) Travel Time Reliability? (y/n)
Default = Y

3) Vehicle Operating Costs? (y/n)
Default = Y

3) Accident Costs? (y/n)
Default = Y

4) Vehicle Emissions? (y/n)
includes value for CO₂e
Default = Y

	Tons Total Over 20 Years	Average Annual	Value (mil. \$) Total Over 20 Years	Average Annual
EMISSIONS REDUCTION				
CO Emissions Saved	791.54	39.58	\$0.0	\$0.0
CO ₂ Emissions Saved	88,872.69	4,443.63	\$3.2	\$0.2
NO _x Emissions Saved	67.53	3.38	\$0.8	\$0.0
PM ₁₀ Emissions Saved	0.75	0.04	\$0.1	\$0.0
PM _{2.5} Emissions Saved	0.71	0.04		
SO _x Emissions Saved	0.78	0.04	\$0.0	\$0.0
VOC Emissions Saved	64.91	3.25	\$0.1	\$0.0

Note: Journey Quality, Health Benefits, and Additional Safety Benefits were estimated in the Cal-B/C Active Transportation Tool (refer to Bay Skyway Phase 1_Active Transportation Benefits.xlsm for more details) . These benefits were imported to this Cal-B/C Corridor tool (see Final Calculation worksheet) in order to estimate the Project's benefit-cost ratio.

North Madera 6 Lane - As the project is in the PAED phase, Benefit Cost Analysis is not incorporated.

Delano to Pixley 6-Lanes

District: D06
PROJECT: Delano to Pixley 6-L

EA: 0W791
PPNO:

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$48.3
Life-Cycle Benefits (mil. \$)	\$394.4
Net Present Value (mil. \$)	\$346.2
Benefit / Cost Ratio:	8.2
Rate of Return on Investment:	36.8%
Payback Period:	2 years

ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	\$13.2	\$2.6	\$15.7	\$0.8
Travel Time Reliability Benefits	\$20.7	\$5.6	\$26.3	\$1.3
Veh. Op. Cost Savings	-\$3.3	-\$3.0	-\$6.3	-\$0.3
Accident Cost Savings	\$327.8	\$32.4	\$360.2	\$18.0
Emission Cost Savings	-\$0.7	-\$0.9	-\$1.6	-\$0.1
TOTAL BENEFITS	\$357.7	\$36.7	\$394.4	\$19.7

Person-Hours of Time Saved	1,588,437	79,422
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Should benefit-cost results include:

1) Induced Travel? (y/n) ☒ Y
Default = Y

2) Travel Time Reliability? (y/n) ☒ Y
Default = Y

3) Vehicle Operating Costs? (y/n) ☒ Y
Default = Y

4) Accident Costs? (y/n) ☒ Y
Default = Y

5) Vehicle Emissions? (y/n) ☒ Y
includes value for CO₂e
Default = Y

EMISSIONS REDUCTION	Tons Total Over 20 Years	Average Annual	Value (mil. \$) Total Over 20 Years	Average Annual
CO Emissions Saved	40	2	\$0.0	\$0.0
CO ₂ Emissions Saved	-38,942	-1,947	-\$1.4	-\$0.1
NO _x Emissions Saved	-13	-1	-\$0.1	-\$0.0
PM ₁₀ Emissions Saved	-1	0	-\$0.0	-\$0.0
PM _{2.5} Emissions Saved	0	0	\$0.0	\$0.0
SO _x Emissions Saved	0	0	-\$0.0	-\$0.0
VOC Emissions Saved	0	0	\$0.0	\$0.0

Santa Claus Lane Railroad Crossing and Beach Access Improvements Phase 2

District: 5
PROJECT: Santa Claus Lane Streetscape Improvements Project

EA:
PPNO:

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$11.3
Life-Cycle Benefits (mil. \$)	\$13.2
Net Present Value (mil. \$)	\$1.9
Benefit / Cost Ratio:	1.17
Rate of Return on Investment:	5.6%
Payback Period:	12 years

ITEMIZED BENEFITS (mil. \$)	Total Over 20 Years	Average Annual
Journey Quality	\$0.4	\$0.0
Additional Delay Savings	\$0.0	\$0.0
Additional Safety Benefits	\$0.2	\$0.0
Health Benefits	\$12.6	\$0.6
Emission Cost Savings	\$0.0	\$0.0
TOTAL BENEFITS	\$13.2	\$0.7

SRTS-SPECIFIC BENEFITS (mil. \$)	Total Over 20 Years	Average Annual
Journey Quality	N/A	N/A
Additional Delay Savings	N/A	N/A
Additional Safety Benefits	N/A	N/A
TOTAL SRTS BENEFITS	N/A	N/A

Factors that Differentiate Benefits and Performance Measures

Safe Route to School	No
Intersection Improvements on SRT	No
Programmatic Initiatives	No
Recreational Benefits	0

(enter 1 for Yes, 0 for No)

EMISSIONS REDUCTION	Tons Total Over 20 Years	Average Annual	Value (mil. \$) Total Over 20 Years	Average Annual
CO Emissions Saved	2	0	\$0.0	\$0.0
CO ₂ Emissions Saved	575	29	\$0.0	\$0.0
NO _x Emissions Saved	0	0	\$0.0	\$0.0
PM ₁₀ Emissions Saved	0	0	\$0.0	\$0.0
PM _{2.5} Emissions Saved	0	0	\$0.0	\$0.0
SO _x Emissions Saved	0	0	\$0.0	\$0.0
VOC Emissions Saved	0	0	\$0.0	\$0.0