

# DRAFT

## INTERREGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

# 2026 ITIP

October 2025



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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 2026 ITIP, the Commission will hold the south hearing on October 30, 2025. The north hearing will be held on November 7, 2025. Formal public comments will be received at the hearings and by email at [OCIP@dot.ca.gov](mailto:OCIP@dot.ca.gov) until close of business on November 15, 2025. 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) 2026 STIP Guidelines. The 2026 ITIP covers Fiscal Years (FY) 2026-27 through 2030-31.

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

As specified by law, using its 25 percent share of the STIP, Caltrans nominates ITIP projects that improve the Interregional Transportation System between regions for the movement of people and goods as outlined in the Interregional Transportation Strategic Plan (ITSP).

Project selection for the ITIP is guided by State Statutes, the ITSP, and Commission STIP Guidelines. In particular, the Caltrans' ITSP provides the framework to identify strategic corridors for the investment of ITIP funds and the facility concepts that the investments are intended to achieve. Caltrans works with Regional and local agencies to identify those projects.

## Purpose & Statutory Requirements of the ITIP

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

### **California Government Code Section 14526:**

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

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

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

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

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

- At least 60 percent of the program shall be programmed to projects outside urbanized areas on the Interregional Road System (IRRS) and intercity passenger rail. Of this amount, at least 15 percent (9 percent of the ITIP) must be programmed for intercity passenger rail projects, including grade separation projects.

- Up to 40 percent may be programmed for projects anywhere in the State subject to the north/south 40/60 split. Projects may be State highway, mass transit fixed guideways, or rail grade separations.

These requirements can be reduced to three simple constraints:

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

## Guiding Policy for the 2026 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 2026 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.

# Interregional Transportation Strategic Plan Strategic Interregional Corridors

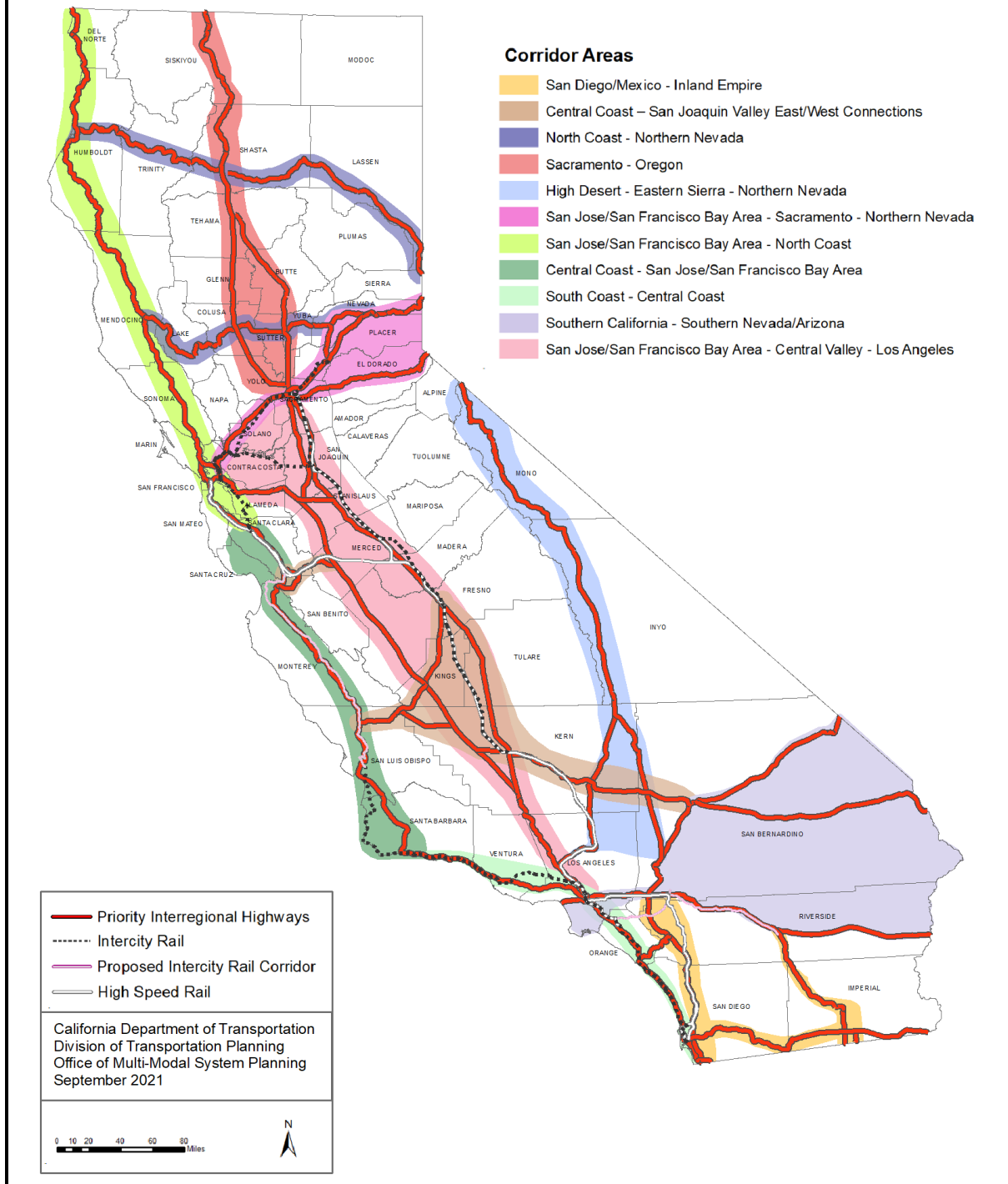


Figure 1: Strategic Interregional Corridors

## 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 2026 STIP Fund Estimate

On August 14, 2025, the California Transportation Commission adopted the 2026 State Transportation Improvement Program (STIP) Fund Estimate (FE). The STIP FE is a biennial estimate of all resources available for the state's transportation infrastructure over the next five-year period and establishes the program funding levels for the STIP and the State Highway Operation and Protection Program (SHOPP). The 2026 STIP FE period covers state fiscal years 2026-27 through 2030-31, with 2025-26 included as the base year.

The 2026 STIP FE incorporates Governor Newsom's Executive Order N-79-20 which requires that all new cars and passenger trucks sold are zero-emission vehicles (ZEV) by 2035. The Order also requires the same emissions status for medium and heavy-duty vehicles by 2045. ZEVs include battery-electric vehicles, hydrogen fuel cell vehicles and plug-in hybrid electric vehicles. This transition from smog-producing vehicles to ZEVs will dramatically reduce demand for gasoline and diesel fuels, which will negatively impact transportation revenues. Excise taxes collected from the consumption of vehicle fuel is the largest state revenue source for transportation.

The 2026 STIP FE identifies net new capacity in the last two years of the STIP, FY 2029-30 and FY 2030-31, along with adjustments to available capacity in earlier years. Programming in the 2026 STIP will be constrained by fiscal year, with most of the new programming available in FY 2029-30 and FY 2030-2031.

The 2026 STIP FE includes \$2.7 billion in programming capacity for STIP projects over the 2026 STIP FE period, of which \$1.6 billion was programmed in the 2024 STIP and nearly \$1.1 billion is the new capacity available for cost increases on carryover projects or for new STIP projects. This provides approximately \$169 million of new capacity for the 2026 ITIP.

## 2026 ITIP PROPOSAL

Both the 2021 ITSP and proposed 2026 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 2026 STIP FE includes a total of \$2.7 billion in programming capacity for STIP projects over the five-year STIP FE period of which \$951,650,000 is the new STIP capacity (75 percent for RTP and 25 percent for ITIP) projects. This translates to an approximate total of \$169,872,000 of new capacity for ITIP after accounting for the over-programming of projects using future shares in the 2024 cycle and adding back lapses.

When considering projects for the 2026 ITIP, the following factors are used to prioritize projects for funding:

- Project cost and/or ITIP funding request amount (due to limited 2026 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 previously programmed projects from the 2024 ITIP are scheduled to carry forward to the 2026 ITIP, for a total funding amount of \$278,420,000 programmed in fiscal years 2026-27, 2027-28, and 2028-29 to be allocated along with the allocations for projects with time extensions with project funding from prior years. A total funding of \$434,242,000 for these projects as shown in the table below includes funding from years prior to this Fund Estimate period.

| Carryover 2024 Projects with Carryover Funding Shown (\$'s x 1000) |                        |       |                                                                                        |                |                |
|--------------------------------------------------------------------|------------------------|-------|----------------------------------------------------------------------------------------|----------------|----------------|
| Co                                                                 | Route or Rail Corridor | PPNO  | Project                                                                                | Total          | 2026 Total     |
| LAK                                                                | 29                     | 3121  | Lake 29 Expressway - Segment 2B                                                        | 48,641         | 0              |
| LAK                                                                | 29                     | 3122  | Lake 29 Expressway - Segment 2A                                                        | 5,100          | 0              |
| SON                                                                | ATP/loc                | 2376  | SMART Pathway/Great Redwood Trail - Santa Rosa (Guerneville Road to Airport Boulevard) | 6,097          | 0              |
| ALA                                                                | ATP/loc                | 2351  | Bay Skyway Phase 1 - Yerba Buena Island (YBI) Multi Use Path                           | 4,944          | 0              |
| ALA                                                                | ATP/loc                | 2355  | Bay Skyway Phase 1 - West Oakland Link                                                 | 4,356          | 0              |
| SLO                                                                | 46                     | 0226L | SR 46 Expressway Conversion - Antelope Grade Segment                                   | 10,300         | 0              |
| SLO                                                                | 46                     | 0226M | SR 46 Expressway Conversion - Antelope Grade Segment 1                                 | 35,920         | 35,920         |
| KER                                                                | 14                     | 8042B | Freeman Gulch Widening - Segment 2                                                     | 1,481          | 0              |
| MAD                                                                | 99                     | 6297  | South Madera 6 Lane                                                                    | 48,400         | 39,000         |
| TUL                                                                | 99                     | 6369  | Tulare SR 99 Corridor and Paige Avenue Multimodal Interchange Enhancements             | 6,300          | 0              |
| MAD                                                                | 99                     | 7004  | North Madera 6 Lane                                                                    | 4,300          | 0              |
| ORA                                                                | 5                      | 2833C | Interstate 5 (I-5) Managed Lanes                                                       | 48,600         | 48,000         |
| VEN                                                                | Pacific Surfliner      | 9887  | Leesdale Passing Siding                                                                | 20,000         | 0              |
| SJ                                                                 | San Joaquin            | 9888  | San Joaquin Street Station Layover Track                                               | 7,000          | 6,000          |
| RIV                                                                | CVR                    | 9891  | Coachella Valley-San Geronio Pass Rail Corridor Service                                | 10,000         | 0              |
| SJ                                                                 | San Joaquin            | 9892  | Philips Siding Rehabilitation                                                          | 6,509          | 0              |
| SJ                                                                 | San Joaquin            | 9893  | Elk Grove to Philips Siding Rail Operational and Capacity Improvements                 | 7,794          | 0              |
| SLO                                                                | Rail                   | 2195  | Central Coast Layover Facility                                                         | 9,000          | 0              |
| SANDAG                                                             | Rail                   | CP119 | San Dieguito Phase 2                                                                   | 62,000         | 62,000         |
|                                                                    | Rail                   | 9885  | Rail Project Reserve                                                                   | 87,500         | 87,500         |
|                                                                    |                        |       |                                                                                        | <b>434,242</b> | <b>278,420</b> |

2026 ITIP New Capacity and New Programming Details:

1. 2026 ITIP Total new capacity: \$169,872,000
2. 2026 ITIP Changes to currently programmed projects: \$115,392,000

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

| Changes to Carryover 2024 Projects (\$'s x 1000) |      |       |                                                                            |                |
|--------------------------------------------------|------|-------|----------------------------------------------------------------------------|----------------|
| Co                                               | Rte  | PPNO  | Project                                                                    | Total          |
| LAK                                              | 29   | 3121  | Lake 29 Expressway - Segment 2B                                            | 44,250         |
| SLO                                              | 46   | 0226M | SR 46 Expressway Conversion - Antelope Grade Segment 1                     | 12,070         |
| MAD                                              | 99   | 6297  | South Madera 6 Lane                                                        | 5,293          |
| TUL                                              | 99   | 6369  | Tulare SR 99 Corridor and Paige Avenue Multimodal Interchange Enhancements | 3,879          |
| MAD                                              | 99   | 7004  | North Madera 6 Lane                                                        | 17,900         |
| ORA                                              | 5    | 2833C | Interstate 5 (I-5) Managed Lanes                                           | 31,000         |
| SLO                                              | Rail | 2195  | Central Coast Layover Facility                                             | 1,000          |
|                                                  |      |       |                                                                            | <b>115,392</b> |

(b) Program two new projects from the 2024 ITIP Rail Reserve:

| New Projects from 2024 ITIP Rail Reserve (\$'s x 1000) |      |      |                                             |              |
|--------------------------------------------------------|------|------|---------------------------------------------|--------------|
| Co                                                     | Rte  | PPNO | Project                                     | Total        |
|                                                        | Rail | 9885 | Rail Project Reserve                        | -87,500      |
| Mon                                                    | Rail | 9890 | King City Multimodal Transportation Center* | 9,106        |
| MAD                                                    | Rail | 9894 | Madera High Speed Rail Station              | 80,000       |
|                                                        |      |      |                                             | <b>1,606</b> |

\* This project includes a \$1,606,000 increase over the 2024 ITIP Rail Reserve set-aside. The additional amount is fully covered by available 2026 ITIP programming capacity. This change reflects a transition from the 2024 ITIP Rail Reserve to a fully programmed project in the 2026 ITIP.

New projects: Program funding in the 2026 ITIP in the amount of \$59,509,000 for five new projects, and program an additional \$1,606,000 to address cost increases for an existing rail reserve project, for a total programmed amount of \$61,115,000.

| <b>New Projects in the 2026 ITIP (\$'s x 1000)</b> |            |             |                                                                              |               |
|----------------------------------------------------|------------|-------------|------------------------------------------------------------------------------|---------------|
| <b>Co</b>                                          | <b>Rte</b> | <b>PPNO</b> | <b>Project</b>                                                               | <b>Total</b>  |
| SAC                                                | Rail       | 2194a       | Coast Subdivision Positive Train Control Implementation Project              | 16,659        |
| STA                                                | Rail       | 2191        | San Joaquin Corridor 2nd Platforms-Modesto and Turlock-Denair                | 16,400        |
| Var                                                | 99         | 8145        | State Route 99 Managed Lanes (Kern to Madera)                                | 7,700         |
| LA                                                 | ATP        | 6518        | LA River Way Bike Path Segment 6                                             | 4,250         |
| Var                                                | 5          | TBD         | Sacramento Downtown Regional Bus Route Consolidation - Bus Stop Improvements | 14,500        |
| Mon                                                | Rail       | 9890        | King City Multimodal Transportation Center*                                  | 1,606         |
|                                                    |            |             |                                                                              | <b>61,115</b> |

In summary, a total of \$176,507,000 is proposed for new programming to projects against the available 2026 ITIP Target Capacity of \$169,872,000. Per 2026 STIP Guidelines, the Department can propose project funding request above the Target Capacity of \$169,872,000 but below the maximum capacity of \$306,748,000.

## 2028 STIP Cycle Expectations

STIP capacity over the 2026 five-year FE period is five percent lower compared to the 2024 five-year FE period. STIP capacity in the future will depend primarily on the inflationary component of the incremental excise tax revenues outpacing the reduction in gasoline consumption, and the diesel sales tax revenues remaining stable.

The available new funding capacity for the 2026 ITIP is smaller than that of the 2024 ITIP. Under the current revenue forecasting methodology for the STIP, an average STIP cycle may generate up to \$1 billion or less in new funding. Every new STIP cycle adds two new years of programming capacity. With 25 percent of new revenues going to the interregional program, the 2028 ITIP can expect to see new programming capacity of about \$200 million over two years or about \$100 million per year for the future STIP cycles. As a result, the 2028 STIP cycle may have limited capacity to manage potential cost increases and to fund the programming of new projects or project phases in the upcoming ITIP cycle.

## Project Profiles

The 2026 FE includes \$169,872,000 in new programming capacity, which enables Caltrans to add five new projects, fund cost updates for six 2024 ITIP projects, and fund subsequent phases of two carryover projects.

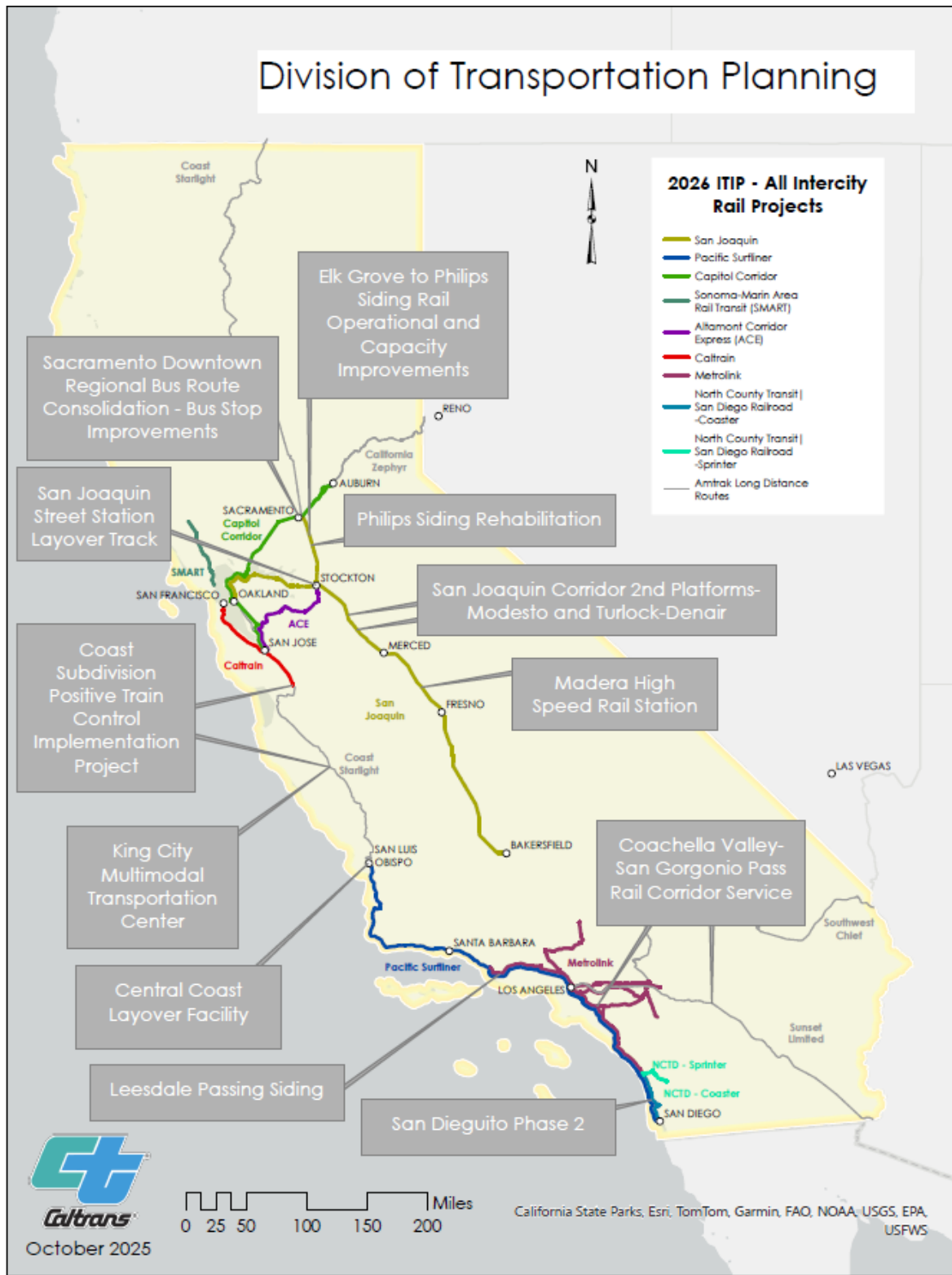
All projects that are being carried over and new projects are within the 2021 ITSP's Strategic Interregional Corridors. All projects are located on one of the Priority Interregional Facilities and are listed in the Table 1 below.

The 2026 ITIP provides a short discussion of currently funded ITIP projects found to be within the Strategic Interregional Corridors as outlined in the 2021 ITSP.

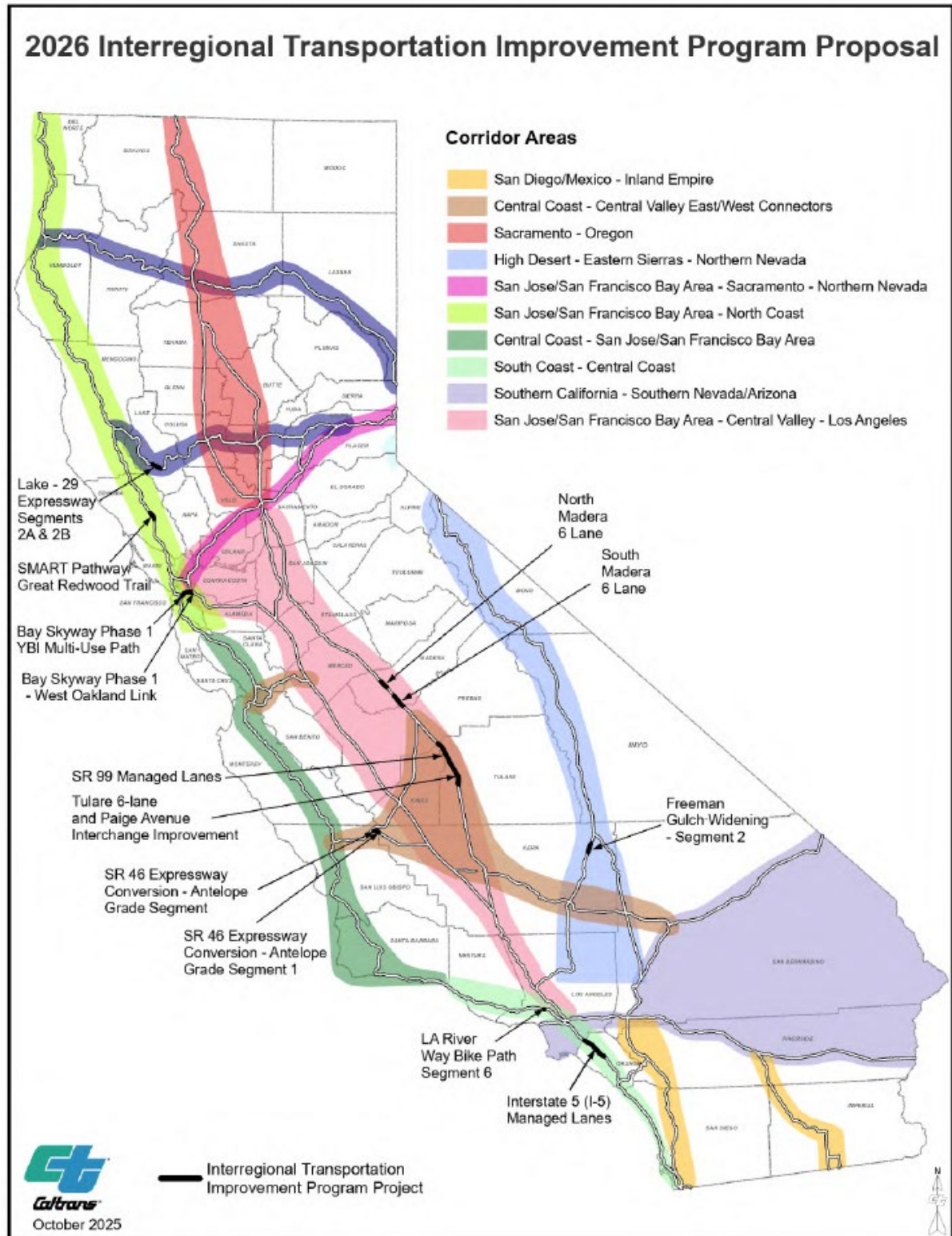
**Table 1: 2026 ITIP Projects and Associated Strategic Interregional Corridor**

| 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                  | San Dieguito Phase 2                                                                   | 11       | San Diego               |
|                                                                | Pac Surfliner                  | Leesdale Passing Siding                                                                | 7        | Ventura                 |
|                                                                | ATP                            | LA River Way Bike Path Segment 6                                                       | 7        | Los Angeles             |
|                                                                | Interstate 5                   | Interstate-5 Managed Lanes                                                             | 12       | Orange                  |
| Central Coast - San Jose / San Francisco Bay Area              | Coast Starlight                | King City Multimodal Transportation Center                                             | 5        | Monterey                |
|                                                                | Capitol/Coast                  | Coast Subdivision Positive Train Control Implementation                                | 4        | Various                 |
| 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 | Interstate 80                  | Bay Skyway Phase 1 - West Oakland Link                                                 | 4        | San Francisco           |
|                                                                | Interstate 80                  | Bay Skyway Phase 1 - YBI Multi Use Path                                                | 4        | San Francisco           |
|                                                                | Transit                        | Sacramento Downtown Regional Bus Route Consolidation - Bus Stop Improvements           | 3        | Sacramento              |
| San Jose/San Francisco Bay Area - Central Valley - Los Angeles | 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 |
|                                                                | HSR                            | Madera High Speed Rail Station                                                         | 6        | Madera                  |
|                                                                | SR 99                          | South Madera 6 Lane Widening                                                           | 6        | Madera                  |
|                                                                | SR 99                          | North Madera 6 lane Widening                                                           | 6        | Madera                  |
|                                                                | SR 99                          | Tulare SR 99 Corridor and Paige Avenue Multimodal Interchange Improvement              | 6        | Tulare                  |
|                                                                | San Joaquin                    | Second Platforms (Modesto and Turlock-Denair)                                          | 10       | Stanislaus              |
|                                                                | SR 99                          | State Route 99 Managed Lanes                                                           | 6        | Various                 |
| High Desert - Eastern Sierra - Northern Nevada                 | SR 14                          | Freeman Gulch Widening Segment 2                                                       | 6        | Kern                    |
| Southern California - Southern Nevada/Arizona                  | Coachella Valley Rail Corridor | Coachella Valley Rail                                                                  | 7, 8     | Various                 |
| Central Coast - San Joaquin Valley East/West Connections       | SR 46                          | SR 46 Improvements (Antelope Grade)                                                    | 5        | San Luis Obispo         |
| North Coast - Northern Nevada Connections                      | SR 29                          | Segment 2A and 2B of the Lake 29 Expressway Project                                    | 1        | Lake                    |

**Figure 2: 2026 ITIP – Intercity Passenger Rail Projects and Associated Interregional Corridors**



**Figure 3: 2026 ITIP Highway, Active Transportation, and Associated Strategic Interregional Corridors**



## South Coast – Central Coast Corridor

### CENTRAL COAST LAYOVER FACILITY – 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 additional layover capacity will improve Pacific Surfliner ridership, increase revenue, and allow for more frequent intercity passenger rail service. The project will facilitate the maintenance of equipment mid-route and at the route terminus. It will enable additional passenger trains to lay over overnight and allow a second, more convenient morning departure from San Luis Obispo. It will also provide a facility to hold and service a trainset 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 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 as well. 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 additional layover capacity will improve Pacific Surfliner ridership, increase revenue, and allow for extended service.

### LEESDALE PASSING SIDING

The project extends the existing Leesdale siding to create a passing siding for the area. It includes constructing drainage improvements, culverts, bridges, and relocating utilities. The project also 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.

Growth in Central Coast centers, driven by the region's proximity to the Los Angeles Metro area to the south, has increased demand for freight shipments, alongside rising demand for Central Coast products from outside the region. Freight movement in the South Coast Corridor faces ongoing challenges due to competition for limited space on the transportation system from passenger services.

The project increases operational flexibility to meet demand and improve efficiency, reliability, and travel times for freight and passenger rail, while accommodating future service growth. Specifically, the project will provide direct benefits to Metrolink and Surfliner services in this area by enabling 30-minute bi-directional frequencies in this segment. It will reduce delays, lower emissions, and improve air quality in a region that ranks among the worst in the nation, with freight movement contributing significantly to the problem. The creation of this passing siding will allow for increased operational flexibility and reduce the likelihood of cascading delays in a largely single-truck territory with limited passing sidings between Oxnard and Camarillo. This project advances 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 serves as a vital interregional link between major Southern California cities and Mexico, facilitating commuting, commerce, tourism, and recreation. The project will improve the overall movement of passenger and freight vehicles. The Project's recommended preferred alternative includes converting existing High-Occupancy Vehicle (HOV) lanes to High-Occupancy Toll (HOT) lanes and adding a second HOT Lane for a portion of the project. This project is programmed in the ITIP for environmental phase. Design and right of way, and portion of the construction phase is also programmed in ITIP. The project will implement the Progressive Design-Build (PDB) innovative delivery method. It is anticipated that construction phase funding will be from the ITIP, State Highway Operation and Protection Program (SHOPP), Carbon Reduction Program (CRP), and will be nominated for state/federal grants.



The project will manage congestion through pricing, resulting in improved safety, travel time reliability, and accessibility. It promotes ridesharing, carpooling, and enhanced transit service. This project supports the goals of the ITSP for this corridor by increasing connectivity and accessibility to modal options and implementing priced managed lanes to maximize the movement

of people and goods. The project also meets the needs of the corridor's Comprehensive Multimodal Corridor Plan (CMCP), specifically the Upper Interstate 5 Corridor Plan. Additionally, it aligns with the California Transportation Plan (CTP) 2050 and the CAPTI.

#### SAN DIEGUITO BRIDGE REPLACEMENT, DOUBLE TRACK AND SPECIAL EVENTS PLATFORM PROJECT (SAN DIEGUITO PHASE 2)

The San Dieguito Bridge Replacement Project will replace a 109-year-old single-track wooden trestle bridge located on a critical segment of the LOSSAN Corridor, one of the nation's busiest intercity rail corridors and the backbone of Southern California's rail network. The existing bridge, situated in a saltwater environment, is vulnerable to deterioration and poses a significant risk of service disruption in a corridor with no viable rail alternatives. The project will replace the aging structure with a modern, durable bridge that improves rail safety, increases climate resilience, and supports continued intercity passenger rail service to and from San Diego.

Additionally, the project includes construction of a special events platform at the Del Mar Fairgrounds. This platform will provide a safe, convenient transit option for attendees of major events, served by Amtrak Pacific Surfliner and NCTD COASTER trains, helping to reduce vehicular traffic and congestion in the area.

The LOSSAN Corridor is designated as part of the Strategic Rail Corridor Network (STRACNET), connecting key military installations and ports along the Southern California coast. This makes the corridor vital for both civilian passenger travel and national defense logistics. By securing this segment of the corridor, the project safeguards a key transportation link supporting regional and interregional mobility. Enhanced rail service will improve access between San Diego and other major Southern California cities, reduce roadway congestion on Interstate 5, and promote environmentally sustainable travel.

This project will eliminate a critical single-track bottleneck, improving corridor capacity and reliability for intercity and commuter rail services. The new bridge will increase climate resilience and rail safety while reducing the state of good repair backlog. The special events platform will reduce vehicle trips during major events, alleviating congestion and lowering greenhouse gas emissions. Overall, the project supports increased ridership, regional economic vitality, and sustainable interregional transportation goals.

## LA RIVER WAY BIKE PATH SEGMENT 6

The LA Riverway Segment 6 Project will construct a 0.5-mile Class I bicycle path and pedestrian facility along the south bank of the Los Angeles River, from Hazeltine Avenue to Woodman Avenue in the Sherman Oaks/Studio City area. This key infrastructure investment serves as a critical link that enables the entire 51-mile LA River regional bikeway system to function as intended for interregional transportation, while directly connecting major employment centers that drive California's economy. The project will provide first/last mile connections to several intercity rail and multi-regional bus systems. The LA River Bike Path is adjacent to many transit stations that provide service to Amtrak Pacific Surfliner via Union Station and stations in Burbank. Completion of this project will also facilitate the creation of a 51-mile bicycle highway/multi-use trail that will cross multiple regions along the interregional road system, including the US-101.

The LA River Bike Path is prominently featured as one of the "ITSP Strategies in Action" in the 2022 Interregional Transportation Strategic Plan Addendum, recognizing its role in "Increasing Connectivity and Accessibility to Modal Options" within the South Coast-Central Coast Corridor. This formal recognition demonstrates state-level support for the corridor as critical interregional transportation infrastructure.

The project integrates with existing bicycle infrastructure, including designated bike lanes on Woodman Avenue, and offers seamless connections to Metro bus routes 150, 155, and 240, providing robust multimodal transportation choices that accommodate both local and regional travel. Additionally, the expanding LA Riverway in the Valley will ultimately connect to Metro's G (Orange) and B (Red) lines, as well as the upcoming East San Fernando Valley Light Rail Transit Project.

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

### KING CITY MULTIMODAL TRANSPORTATION CENTER

The King Station Multimodal Transportation Center (MMTC) is a transformative infrastructure project aimed at restoring passenger rail service to King City and revitalizing the historic King City train station. By reconnecting King City to major destinations like the Bay Area and Southern California via the Coast Starlight route, the MMTC will close a critical gap in rail connectivity along the Central Coast. The project also transforms the depot into a modern, multimodal transit hub that integrates bus, bike, shuttle, and rail services—creating accessible,

sustainable transportation options for local residents, travelers, and military personnel.

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

The MMTC will serve as a vital link for the 50,000 troops who train annually at nearby Fort Hunter Liggett by providing a centralized staging area for their mobilization and travel. Additionally, the project addresses urgent environmental, and equity needs by significantly reducing vehicle miles traveled (VMT) an estimated 30 million miles per year which supports California's climate goals by cutting greenhouse gas (GHG) emissions. As a designated disadvantaged community, King City will benefit greatly from improved access to public transportation options such as Amtrak Thruway, Greyhound, Monterey-Salinas Transit, and shuttle service to Pinnacles National Park, ultimately enhancing mobility, economic opportunity, and quality of life for South Monterey County residents.

#### COAST SUBDIVISION POSITIVE TRAIN CONTROL IMPLEMENTATION

The proposed project will modernize the track and signal system for faster, safer, and more reliable operations in this corridor segment. The project consists of the installation of Positive Train Control (PTC) technology along two segments of UPRR's Coast Subdivision, as follows: Between Mile Post (MP) 13.5 in Oakland and MP 31 in Newark in Alameda County; Between MP 77.03 in Gilroy and MP 113.3 in North Salinas in Santa Clara, Santa Cruz, San Benito, and Monterey Counties; and Between MP 114.9 in Salinas and MP 248.44 in North San Luis Obispo in Monterey and San Luis Obispo Counties.

The Implementation of PTC is a standard CON-phase project involving the installation and upgrade of wayside communications equipment. The project includes the full implementation of Centralized Traffic Control (CTC) and PTC systems. Installation of CTC will enhance operational efficiency throughout the Coast Subdivision and reduce delays for the Amtrak Coast Starlight intercity passenger train, freight operations, and any future rail passenger services that may be developed along the Central Coast including potential expanded service between San Jose, Salinas, and San Luis Obispo.

The PTC system is designed to prevent train-to-train collisions, over-speed derailments, incursions into established work zone limits and the movement of

trains through misaligned switches. Its implementation will support the safe expansion of rail passenger service along the entire corridor from Oakland to San Luis Obispo. In addition to increasing system capacity, PTC will significantly reduce the risk of fatalities, property damage, and service disruptions, while improving the overall safety, reliability, and performance of both existing and future rail operations.

The installation of PTC represents a major advancement in protecting the traveling public, railroad employees, and the general public. By preventing the types of incidents that PTC is specifically designed to avoid, the system will enhance the reliability of the rail network, ensuring that it can continue to serve the public and support the economy without the costly delays and interruptions associated with rail accidents.

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

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

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

The project is located 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 encompassing the length of the project and approximately 0.5 mile on either side, there were six fatal and 55 serious injury collisions between 2014 and 2024. Of these, 37.7 percent involved bicycles or pedestrians. The estimated crash costs associated with all bicycle and pedestrian injuries and fatalities during this period are approximately \$64.8 million. Because the northern portion of the project is located in unincorporated Sonoma County, only 65 percent of the surface streets in the project area analyzed by Bay Area Vision Zero have sidewalks.

This project is a key segment of the SMART Pathway gap closure in northwest Santa Rosa. Once completed, it will connect to either existing or planned SMART Pathway segments that are already 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 also 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. The average passenger trip length on the SMART rail system is 21.3 miles, and approximately 15 percent of SMART riders bring bicycles onboard the trains.

Project benefits include increased non-motorized network connectivity, especially connections to regional rail services linking major regional and interregional destinations—reductions in vehicle miles traveled, and improved rail safety by creating a secure path of travel that discourages illegal and unsafe trespassing on the freight and passenger rail right-of-way.

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

### 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, providing alternative transportation option 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. The construction will be implemented by segments based on funding availability. By utilizing other protected multi-use path, all project segments will achieve the goals of the complete project and provides full connectivity

through the use of a protected, narrower multi-use path constructed by the Bay Bridge Forward project.

#### 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. YBI Multi-Use Path consists of 4 segments. ITIP funding will be used for constructing Segment 4. Segments 2 and 3 will be constructed by current two construction projects via change orders. The design for all four segments is fully funded. Segment 4 will be a stand-alone construction project called Treasure Island Road Improvement. As the interim condition (before Segment 1 is constructed pending future funding availability), the new path will serve eastbound travelers. For westbound travelers, the YBI Multi-Use Path will provide separate bike paths and sidewalks along Macalla Road to the Treasure Island Ferry Terminal

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.

#### SACRAMENTO DOWNTOWN REGIONAL BUS ROUTE CONSOLIDATION - BUS STOP IMPROVEMENTS

The Sacramento Downtown Regional Bus Route Consolidation – Bus Stop Improvements project is a significant capital initiative aimed at supporting the reconfiguration and modernization of transit services within Sacramento's central business district. As part of a broader strategy to streamline regional bus routes serving downtown, the project will enhance and consolidate high-demand stops to improve operational efficiency, passenger safety, accessibility, and the overall rider experience.

As a core component of this effort, the project will construct 17 new enhanced bus stops to strengthen connectivity between regional and commuter transit services and intercity rail. It will reorganize existing bus stops and routes into a unified, coherent, and easily identifiable network that directly connects to the

passenger rail system at Sacramento Valley Station (SVS) and provides new curbside stops at the planned Valley Rail Station in Midtown Sacramento.

The scope of work includes relocating selected bus stops and implementing infrastructure improvements such as new shelters and expanded curbs to accommodate increased ridership and improve accessibility. The project will also reroute intercity buses operating in downtown Sacramento and establish additional stops. These modifications to routes and schedules will improve system integration and coordination, resulting in greater service reliability and increased transit ridership.

By optimizing transit operations, the project is expected to reduce vehicle miles traveled (VMT) and lower fossil fuel consumption for some transit operators. Additionally, it supports improved access to Sacramento Valley Station and is consistent with the priorities identified in the Interregional Transportation Strategic Plan (ITSP), including the proposed intercity passenger rail corridors from Sacramento to North State and from Roseville to San Jose.

The project also advances multimodal connectivity by integrating regional bus service with intercity passenger rail, with a specific emphasis on expanded transit facilities at SVS. In parallel, the City of Sacramento is pursuing the development of the Regional Bus Mobility Hub (RBMH), a major intermodal facility that will directly connect to the existing passenger rail station. The RBMH will feature 18 bus bays on the upper level and accommodate micro-transit vans and shuttle services on the lower level, with both levels providing direct access to the existing passenger tunnel that leads to the rail platforms.

## **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.

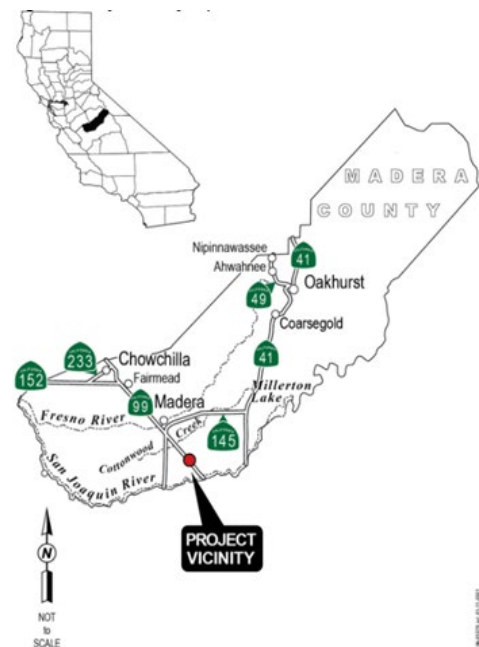
### SOUTH MADERA WIDENING

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 6-LANE

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. 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 in the development of the SR 99 Comprehensive Multimodal Corridor Plan.

#### ELK GROVE TO PHILIPS SIDING RAIL OPERATIONAL AND CAPACITY IMPROVEMENTS

The project extends the existing Philips Siding to connect with the proposed Elk Grove Station siding. The project will create a second main track to serve trains entering the proposed Elk Grove station. The project will upgrade the existing siding switches to allow for increased train speeds. The project includes modifications to existing bridges, crossings, and culverts. The project is a necessary component of the Valley Rail Sacramento Extension, a proposed passenger rail service between Stockton and Sacramento with further

connections to San Jose, Ceres, and Bakersfield. Once deployed, the improvements will provide 7 round trips to Sacramento, with service terminating in Natomas. The environmental and design phases are being funded by the ITIP.

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). Funding for construction is included in the 2022 ITIP proposal.

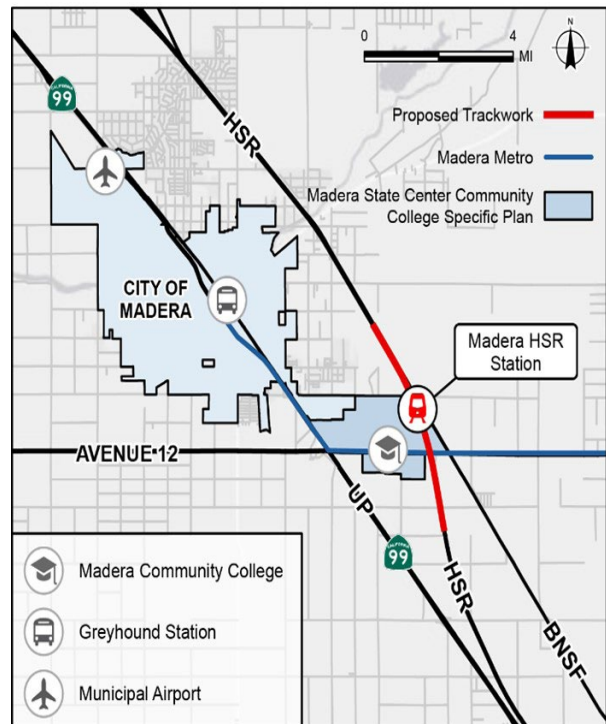
These proposed improvements will provide a second mainline track to improve safety for trains in passing situations, improve connectivity and increase ridership, support increased train speeds and transportation options for residents throughout the corridor, support reduced VMT and associated regional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

#### MADERA HIGH SPEED RAIL STATION

The Madera High-Speed Rail Station Project will construct a new station in Madera County to serve California's Interim High-Speed Rail (HSR) service between Merced and Bakersfield. Situated along Avenue 12, this station will provide direct HSR access to Madera County, significantly enhancing connectivity with Fresno, the broader Central Valley region, and key destinations throughout California. Complemented by planned transit-oriented development along the Avenue 12 Corridor and improved transit linkages, the project positions Madera County to fully realize the economic

growth and environmental benefits associated with sustainable transportation and smart land use.

The San Joaquin Joint Powers Authority (SJJPA) completed the environmental review for the necessary improvements to support Interim HSR service at the Madera station under the California Environmental Quality Act (CEQA) on January 22, 2021. As the manager of the San Joaquin rail service and the anticipated Operating Agency for Interim HSR, SJJPA is responsible for delivering these station improvements. The authority collaborates closely with the Madera County Transportation Commission, Madera County, the City of Madera, Caltrans, the California State Transportation Agency (CalSTA), and the California High-Speed Rail Authority (CHSRA) to ensure a coordinated and effective project delivery.



SJJPA manages the San Joaquin rail service and is expected to be the Operating Agency for HSR Interim Service. SJJPA is responsible for implementing the improvements needed for the Madera HSR Station. SJJPA is working in partnership with the Madera County Transportation Commission, Madera County, the City of Madera, Caltrans, the CalSTA, and the CHSRA.

The Madera High-Speed Rail Station Project will enhance interregional connectivity by linking Madera County with major urban centers such as Fresno, Merced, Bakersfield, and beyond. By integrating with California's broader high-speed rail network, the project facilitates efficient, reliable travel across the Central Valley and to the Bay Area and Southern California, reducing travel times and dependence on personal vehicles.

This improved rail connectivity supports economic development by expanding access to jobs, education, and services across regions. It promotes sustainable transportation options that reduce greenhouse gas emissions and traffic congestion on key interregional corridors such as State Route 99 and I-5. Additionally, the project advances equitable mobility by providing affordable

# TULARE SR 99 CORRIDOR AND PAIGE AVENUE MULTIMODAL INTERCHANGE ENHANCEMENTS

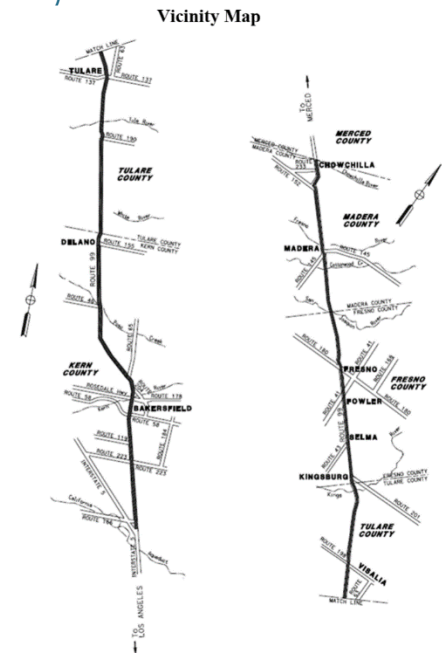
In addition, Tulare SR 99 Corridor and Paige Avenue Multimodal Interchange Enhancements project was originally programmed in the 2018 ITIP for environmental and design phases. Currently, this project is in the PS&E and Right of way phases. The construction phase is currently programmed with other State funds.



## STATE ROUTE 99 MANAGED LANES (KERN TO MADERA)

The District proposes to implement a Managed Lane Strategy with two components:

- Component #1 (C1): In Tulare County from Pixley to City of Tulare, construct 11.9 miles of an additional lane in each direction (4 to 6 lanes) within the existing State Route (SR) 99 median. The closure of this last remaining gap in Tulare County will result in 164 miles of continuous six-lanes along SR 99.
- Component #2 (C2): Strategically implement managed lanes along the district's 164-mile SR 99 corridor from the Kern County I-5 junction (Postmile KER 0) to north of City of Madera (postmile MAD 19.9). Project will convert existing/programmed six segments to include a managed lane in each direction in select strategic locations.



The improvements in this segment aligns and is consistent with the State Route (SR) 99 Comprehensive Multimodal Corridor Plan (CMCP) which is nearly complete and the goals of the Climate Action Plan for Transportation Infrastructure (CAPTI). Most importantly, this project honors a previous environmental VMT mitigation commitment.

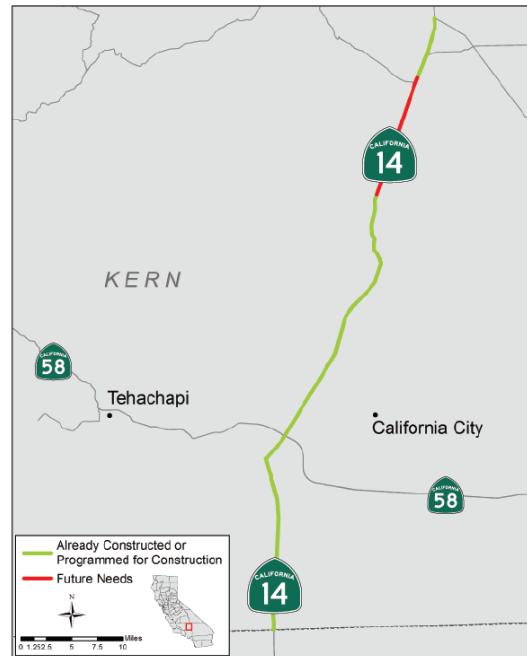
In addition, the managed lanes in either truck-only or HOV configuration, would serve to reduce vehicle miles travelled (VMT) and greenhouse gas emissions (GHG) over baseline alternatives. A consistent six-lane lane configuration on SR 99: closing the last 11.9 mile of remaining gap in Tulare County by building of an additional lane from Pixley to Tulare will enhance safety by eliminating traffic bottlenecks. The project will enhance interregional freight, and time-sensitive agricultural commodities being produced in the region.

## High Desert – Eastern Sierras – Northern Nevada Corridor

### FREEMAN GULCH WIDENING-SEGMENT 2

Freeman Gulch Segment 2 4-Lane Project is the second of three segments that will close the final two-lane “gap” on SR 14 between Mojave and the junction with US 395 providing increased safety and operational improvements.

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 constructed. This project is funded only for the design phase for Segment 2. This project is currently shelved and needs additional design resources and 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 Riverside County Transportation Commission (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 – San Joaquin Valley East/West Connectors**

### **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. The 2024 ITIP funded 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 construction of the final 2.6 miles 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

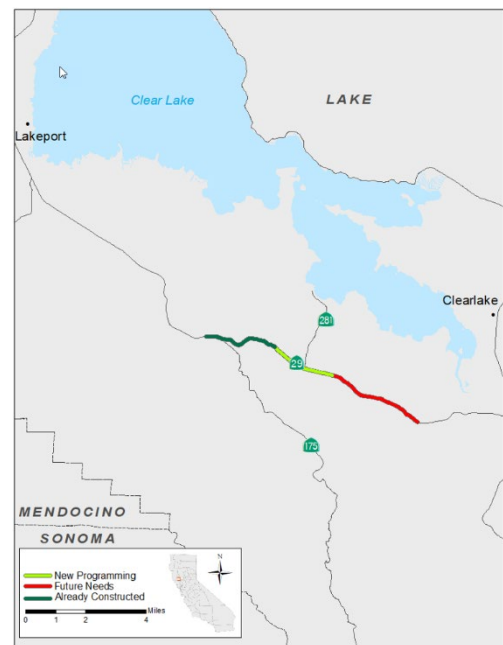
A major strategy for the corridor within Lake County is to improve safety and system effectiveness for all travelers by separating the interregional and regional travel by supporting freight improvements to the south on State Route 29 and enhancing local circulation, including active transportation, to the north along State Route 20 (SR 20).

The Lake 29 Konocti Corridor Project (Project), along with several planned and programmed complete streets projects on SR 20, supports this multimodal strategy. The Project covers a total of 8-miles and is split into three Phases: Segment 2A, Segment 2B and Segment 2C. All segments aim to improve traffic

safety by providing passing opportunities, improved roadway geometry, removal of fixed objects, traffic separation, enhanced access control, widened shoulders, and upgraded sight distance and recovery areas.

Segment 2C was completed construction in summer 2023 and includes similar features, along with enhanced bicycle and pedestrian facilities through the construction of wider shoulders. A significant portion of Segment 2C was funded through the State Highway Operation and Protection Program, with the remaining costs shared between Lake County Regional Improvement Program (RIP) shares and Interregional Improvement Program (IIP) shares.

The environmental phase for Segments 2A and 2B was completed in 2016. The 2018 ITIP funded the design phase for both segments, in coordination with RIP shares from Lake County. However, due to RIP and IIP funding constraints in the 2022 STIP cycle, the right-of-way and construction phases could not be funded at that time. The 2024 ITIP proposed right-of-way funding for Segment 2B, and the 2026 ITIP includes partial construction phase funding, enhancing the project's eligibility and strengthening its competitiveness for Senate Bill 1 Trade Corridor Enhancement Program Cycle 5 funding. Segment 2A will pursue other feasible funding options and remains a carryover project in ITIP.



This project supports the reduction of collisions, expansion of multimodal travel options, improved freight access and reliability, and reduced climate impacts in local disadvantaged communities directly aligning with the goals of the 2021 Interregional Transportation Strategic Plan (ITSP). It balances the needs of local communities and interregional travelers while also improving emergency evacuation routes for all users. Additionally, the project is consistent with the objectives outlined in the State Route 29 South Corridor Engineered Feasibility Study.

## INTERREGIONAL HIGHWAY AND INTERCITY RAIL NEEDS

Section 39 of the 2026 STIP guidelines, adopted by the California Transportation Commission on August 14, 2025, 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/<br>State Rail Plan Region | Implementing Agency | County-Route              | Project Name                    | Total Remaining Need (in Millions) | Remaining Phases |
|----------------------------------------------|---------------------|---------------------------|---------------------------------|------------------------------------|------------------|
| <b>Highways</b>                              |                     |                           |                                 |                                    |                  |
| 1                                            | Caltrans            | Lake County 29            | Lake 29 Expressway - Segment 2A | \$91                               | RW and CON       |
| 1                                            | Caltrans            | Lake County 29            | Lake 29 Expressway - Segment 2B | \$90                               | CON              |
| 5                                            | Caltrans            | San Luis Obispo County 46 | Antelope Grade - Segment 2      | \$99                               | CON              |
| 9                                            | Caltrans            | Kern County 14            | Freeman Gulch - Segment 3       | \$99                               | RW and CON       |
| 6                                            | Caltrans            | Tulare County 99          | Tulare City Widening            | \$184                              | CON              |
| <b>Total</b>                                 |                     |                           |                                 | <b>\$563</b>                       |                  |

Notes:

1. 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.
2. Some of these projects are being considered for the 2026 ITIP.
3. These are the August 2025 estimates.
4. Projects outside of the ten year window are not part of the list.

### 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 2025 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 2024 report included five ongoing grandfathered projects. The 2026 report includes the five remaining grandfathered projects.

Below is a brief discussion of a project with no cost increases and no schedule delays since last reported in the 2024 STIP.

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

The Contract Acceptance Milestone (CCA) was completed in December 2020. For this mitigation project, the completion of the initial planting effort occurred by fall 2017. 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 projects with no cost increases but have experienced schedule delays since last reported in the 2024 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 December 2025, delayed by an additional 16 months since the last report. The schedule delay is 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 Federal Emergency Management Agency (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 2024, support costs estimate for completion remained the same at \$38,610,000.

#### [Baldwin Park - Soundwalls \(PPNO 0309S\)](#)

The Baldwin Park sound walls project is part of a larger high occupancy lane project on Route 10 between Puente Avenue and Citrus Street. The project is currently in process and is expected to be closed by December 2026. The project couldn't be closed out by July 2025 as previously reported due to the need for additional time to submit expenditure adjustments to align proportionally to the budget.

Table 3: 1996 Grandfathered STIP Project List

| STIP Grandfathered Support Project List (\$'s x 1000) |     |     |       |       |                                                                     |                                                                  |                                                    |                                       |                                      |                                                                                                                                                                                                                                |
|-------------------------------------------------------|-----|-----|-------|-------|---------------------------------------------------------------------|------------------------------------------------------------------|----------------------------------------------------|---------------------------------------|--------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                       |     |     |       |       |                                                                     | GF STIP<br>Budget<br>(2012<br>Initial<br>Reporting) <sup>1</sup> | GF STIP<br>Budget<br>(2024<br>Report) <sup>1</sup> | Budget<br>Update<br>2026 <sup>1</sup> | GF STIP<br>Expenditures <sup>2</sup> |                                                                                                                                                                                                                                |
| 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                             | \$163,217                            | Parent project completed December 2016. Remaining mitigation projects scheduled for completion December 2028.                                                                                                                  |
| 05                                                    | SB  | 101 | 482   | 4482U | Casitas Pass & Linden Ave interchanges                              | \$23,932                                                         | \$38,610                                           | \$38,610                              | \$37,742                             | Project completion scheduled for December 2025.                                                                                                                                                                                |
| 07                                                    | LA  | 10  | 0309S | 11172 | Baldwin Park - Soundwalls                                           | \$4,590                                                          | \$6,700                                            | \$6,700                               | \$6,007                              | Project construction completed in January 2022. Project closeout is scheduled for December 2026.                                                                                                                               |
| 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.                                            |

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

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

## 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 2026 ITIP.

**Table A: Carryover 2024 Projects with Carryover Funding Shown**

| Carryover 2024 Projects with Carryover Funding Shown (\$'s x 1000) |                        |       |                                                                                        |         |            |        |        |         |       |       |        |         |        |        |        |         |                                               |
|--------------------------------------------------------------------|------------------------|-------|----------------------------------------------------------------------------------------|---------|------------|--------|--------|---------|-------|-------|--------|---------|--------|--------|--------|---------|-----------------------------------------------|
| Co                                                                 | Route or Rail Corridor | PPNO  | Project                                                                                | Total   | 2026 Total | 26-27  | 27-28  | 28-29   | 29-30 | 30-31 | RW     | CON     | PA&ED  | PS&E   | RW Sup | Con Sup | Notes                                         |
| LAK                                                                | 29                     | 3121  | Lake 29 Expressway - Segment 2B                                                        | 48,641  | 0          | 0      | 0      | 0       | 0     | 0     | 40,571 | 0       | 0      | 5,100  | 2,970  | 0       | Carryover. See changes below.                 |
| LAK                                                                | 29                     | 3122  | Lake 29 Expressway - Segment 2A                                                        | 5,100   | 0          | 0      | 0      | 0       | 0     | 0     | 0      | 0       | 0      | 5,100  | 0      | 0       | Carryover.                                    |
| SON                                                                | ATP/loc                | 2376  | SMART Pathway/Great Redwood Trail - Santa Rosa (Guerneville Road to Airport Boulevard) | 6,097   | 0          | 0      | 0      | 0       | 0     | 0     | 0      | 6,097   | 0      | 0      | 0      | 0       | CON FY 2024-25. Carryover. TE till 02/28/2027 |
| ALA                                                                | ATP/loc                | 2351  | Bay Skyway Phase 1 - Yerba Buena Island (YBI) Multi Use Path                           | 4,944   | 0          | 0      | 0      | 0       | 0     | 0     | 0      | 4,944   | 0      | 0      | 0      | 0       | CON FY 2025-26. Carryover.                    |
| ALA                                                                | ATP/loc                | 2355  | Bay Skyway Phase 1 - West Oakland Link                                                 | 4,356   | 0          | 0      | 0      | 0       | 0     | 0     | 0      | 4,356   | 0      | 0      | 0      | 0       | CON FY 2025-26. 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.                                    |
| SLO                                                                | 46                     | 0226M | SR 46 Expressway Conversion - Antelope Grade Segment 1                                 | 35,920  | 35,920     | 35,920 | 0      | 0       | 0     | 0     | 0      | 30,000  | 0      | 0      | 0      | 5,920   | Carryover. See changes below.                 |
| KER                                                                | 14                     | 8042B | Freeman Gulch Widening - Segment 2                                                     | 1,481   | 0          | 0      | 0      | 0       | 0     | 0     | 0      | 0       | 0      | 1,481  | 0      | 0       | Carryover.                                    |
| MAD                                                                | 99                     | 6297  | South Madera 6 Lane                                                                    | 48,400  | 39,000     | 39,000 | 0      | 0       | 0     | 0     | 0      | 35,000  | 3,000  | 6,400  | 0      | 4,000   | Carryover. See changes below.                 |
| TUL                                                                | 99                     | 6369  | Tulare SR 99 Corridor and Paige Avenue Multimodal Interchange Enhancements             | 6,300   | 0          | 0      | 0      | 0       | 0     | 0     | 0      | 0       | 2,000  | 4,300  | 0      | 0       | Carryover. See changes below.                 |
| MAD                                                                | 99                     | 7004  | North Madera 6 Lane                                                                    | 4,300   | 0          | 0      | 0      | 0       | 0     | 0     | 0      | 0       | 4,300  | 0      | 0      | 0       | Carryover. See changes below.                 |
| ORA                                                                | 5                      | 2833C | Interstate 5 (I-5) Managed Lanes                                                       | 48,600  | 48,000     | 0      | 48,000 | 0       | 0     | 0     | 300    | 34,000  | 0      | 0      | 300    | 14,000  | Carryover. See changes below.                 |
| VEN                                                                | Pacific Surfliner      | 9887  | Leesdale Passing Siding                                                                | 20,000  | 0          | 0      | 0      | 0       | 0     | 0     | 0      | 20,000  | 0      | 0      | 0      | 0       | Carryover. TE till 02/28/2027                 |
| SJ                                                                 | San Joaquin            | 9888  | San Joaquin Street Station Layover Track                                               | 7,000   | 6,000      | 6,000  | 0      | 0       | 0     | 0     | 0      | 6,000   | 0      | 1,000  | 0      | 0       | Carryover.                                    |
| RIV                                                                | CVR                    | 9891  | Coachella Valley-San Geronio Pass Rail Corridor Service                                | 10,000  | 0          | 0      | 0      | 0       | 0     | 0     | 0      | 0       | 10,000 | 0      | 0      | 0       | PAED FY 2025-26. Carryover.                   |
| SJ                                                                 | San Joaquin            | 9892  | Philips Siding Rehabilitation                                                          | 6,509   | 0          | 0      | 0      | 0       | 0     | 0     | 0      | 6,509   | 0      | 0      | 0      | 0       | CON FY 2025-26. Carryover.                    |
| SJ                                                                 | San Joaquin            | 9893  | Elk Grove to Philips Siding Rail Operational and Capacity Improvements                 | 7,794   | 0          | 0      | 0      | 0       | 0     | 0     | 0      | 0       | 1,948  | 5,846  | 0      | 0       | PSE FY 2025-26. Carryover.                    |
| SLO                                                                | Rail                   | 2195  | Central Coast Layover Facility                                                         | 9,000   | 0          | 0      | 0      | 0       | 0     | 0     | 0      | 9,000   | 0      | 0      | 0      | 0       | Carryover. TE till 02/28/2027                 |
| SANDAG                                                             | Rail                   | CP119 | San Dieguito Phase 2                                                                   | 62,000  | 62,000     | 0      | 0      | 62,000  | 0     | 0     | 0      | 62,000  | 0      | 0      | 0      | 0       | Carryover.                                    |
|                                                                    | Rail                   | 9885  | Rail Project Reserve                                                                   | 87,500  | 87,500     | 7,500  | 0      | 80,000  | 0     | 0     | 0      | 87,500  | 0      | 0      | 0      | 0       | Carryover. See changes below.                 |
|                                                                    |                        |       |                                                                                        | 434,242 | 278,420    | 88,420 | 48,000 | 142,000 | 0     | 0     | 40,871 | 146,906 | 21,248 | 39,527 | 3,270  | 23,920  |                                               |

**Table B: Changes to Carryover 2024 Projects**

| Changes to Carryover 2024 Projects (\$'s x 1000) |      |       |                                                                            |         |            |        |        |       |        |       |       |        |       |        |        |         |                                     |
|--------------------------------------------------|------|-------|----------------------------------------------------------------------------|---------|------------|--------|--------|-------|--------|-------|-------|--------|-------|--------|--------|---------|-------------------------------------|
| Co                                               | Rte  | PPNO  | Project                                                                    | Total   | 2026 Total | 26-27  | 27-28  | 28-29 | 29-30  | 30-31 | RW    | CON    | PA&ED | PS&E   | RW Sup | Con Sup | Notes                               |
| LAK                                              | 29   | 3121  | Lake 29 Expressway - Segment 2B                                            | 44,250  | 44,250     | 0      | 0      | 0     | 44,250 | 0     | 0     | 44,250 | 0     | 0      | 0      | 0       | Add CON funding.                    |
| SLO                                              | 46   | 0226M | SR 46 Expressway Conversion - Antelope Grade Segment 1                     | 12,070  | 12,070     | 12,070 | 0      | 0     | 0      | 0     | 0     | 10,000 | 0     | 0      | 0      | 2,070   | Add CON and CON Sup funding.        |
| MAD                                              | 99   | 6297  | South Madera 6 Lane                                                        | 5,293   | 5,293      | 5,293  | 0      | 0     | 0      | 0     | 0     | 4,200  | 1,093 | 0      | 0      | 0       | Add PAED and CON funding.           |
| TUL                                              | 99   | 6369  | Tulare SR 99 Corridor and Paige Avenue Multimodal Interchange Enhancements | 3,879   | 3,879      | 3,879  | 0      | 0     | 0      | 0     | 0     | 0      | 723   | 3,156  | 0      | 0       | Add PAED & PSE funding              |
| MAD                                              | 99   | 7004  | North Madera 6 Lane                                                        | 17,900  | 17,900     | 600    | 0      | 0     | 17,300 | 0     | 7,000 | 0      | 600   | 9,500  | 800    | 0       | Add PAED, PSE, RW-S & RW funding    |
| ORA                                              | 5    | 2833C | Interstate 5 (I-5) Managed Lanes                                           | 31,000  | 31,000     | 0      | 31,000 | 0     | 0      | 0     | 0     | 35,000 | 0     | 0      | 0      | 4,000   | Reduce CON Sup and add Con funding. |
| SLO                                              | Rail | 2195  | Central Coast Layover Facility                                             | 1,000   | 1,000      | 1,000  | 0      | 0     | 0      | 0     | 0     | 0      | 1,000 | 0      | 0      | 0       | Add CON funding                     |
|                                                  |      |       |                                                                            | 115,392 | 115,392    | 22,842 | 31,000 | 0     | 61,550 | 0     | 7,000 | 93,450 | 3,416 | 12,656 | 800    | 1,930   |                                     |

**Table C: Program Two New Projects from 2024 ITIP Rail Reserve**

| New Projects from 2024 ITIP Rail Reserve (\$'s x 1000) |      |      |                                             |         |            |         |       |        |       |       |    |        |       |      |        |         |                     |
|--------------------------------------------------------|------|------|---------------------------------------------|---------|------------|---------|-------|--------|-------|-------|----|--------|-------|------|--------|---------|---------------------|
| Co                                                     | Rte  | PPNO | Project                                     | Total   | 2026 Total | 26-27   | 27-28 | 28-29  | 29-30 | 30-31 | RW | CON    | PA&ED | PS&E | RW Sup | Con Sup | Notes               |
|                                                        | Rail | 9885 | Rail Project Reserve                        | -87,500 | 87,500     | -7,500  | 0     | 80,000 | 0     | 0     | 0  | 87,500 | 0     | 0    | 0      | 0       | Delete Rail Reserve |
| Mon                                                    | Rail | 9890 | King City Multimodal Transportation Center* | 9,106   | 9,106      | 0       | 0     | 9,106  | 0     | 0     | 0  | 9,106  | 0     | 0    | 0      | 0       | Add new project.    |
| MAD                                                    | Rail | 9894 | Madera High Speed Rail Station              | 80,000  | 80,000     | 0       | 0     | 80,000 | 0     | 0     | 0  | 80,000 | 0     | 0    | 0      | 0       | Add new project.    |
|                                                        |      |      |                                             | 1,606   | 1,606      | (7,500) | 0     | 9,106  | 0     | 0     | 0  | 1,606  | 0     | 0    | 0      | 0       | *See note           |

\* This project includes a \$1.606 million increase over the 2024 ITIP reserve set-aside. The additional amount is fully covered by available 2026 ITIP programming capacity. This change reflects a transition from the 2024 Rail Reserve to a fully programmed project in the 2026 ITIP.

**Table D: New Projects in the 2026 ITIP**

| New Projects in the 2026 ITIP (\$'s x 1000) |      |       |                                                                              |               |               |          |          |          |               |          |          |               |              |          |          |          |                  |
|---------------------------------------------|------|-------|------------------------------------------------------------------------------|---------------|---------------|----------|----------|----------|---------------|----------|----------|---------------|--------------|----------|----------|----------|------------------|
| Co                                          | Rte  | PPNO  | Project                                                                      | Total         | 2026 Total    | 26-27    | 27-28    | 28-29    | 29-30         | 30-31    | RW       | CON           | PA&ED        | PS&E     | RW Sup   | Con Sup  | Notes            |
| SAC                                         | Rail | 2194a | Coast Subdivision Positive Train Control Implementation Project              | 16,659        | 16,659        | 0        | 0        | 0        | 16,659        | 0        | 0        | 16,659        | 0            | 0        | 0        | 0        | Add new project. |
| STA                                         | Rail | 2191  | San Joaquin Corridor 2nd Platforms- Modesto and Turlock-Denair               | 16,400        | 16,400        | 0        | 0        | 0        | 16,400        | 0        | 0        | 16,400        | 0            | 0        | 0        | 0        | Add new project. |
| Var                                         | 99   | 8145  | State Route 99 Managed Lanes (Kern to Madera)                                | 7,700         | 7,700         | 0        | 0        | 0        | 7,700         | 0        | 0        | 0             | 7,700        | 0        | 0        | 0        | Add new project. |
| LA                                          | ATP  | 6518  | LA River Way Bike Path Segment 6                                             | 4,250         | 4,250         | 0        | 0        | 0        | 1,500         | 2,750    | 0        | 0             | 1,500        | 2,500    | 250      | 0        | Add new project. |
| Var                                         | 5    | 2227  | Sacramento Downtown Regional Bus Route Consolidation - Bus Stop Improvements | 14,500        | 14,500        | 0        | 0        | 0        | 14,500        | 0        | 0        | 14,500        | 0            | 0        | 0        | 0        | Add new project. |
| Mon                                         | Rail | 9890  | King City Multimodal Transportation Center*                                  | 1,606         | 1,606         | 0        | 0        | 1,606    | 0             | 0        | 0        | 1,606         | 0            | 0        | 0        | 0        | * See note       |
|                                             |      |       |                                                                              | <b>61,115</b> | <b>61,115</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>40,759</b> | <b>0</b> | <b>0</b> | <b>33,059</b> | <b>7,700</b> | <b>0</b> | <b>0</b> | <b>0</b> |                  |

\* This project includes a \$1.606 million increase over the 2024 ITIP reserve set-aside. The additional amount is fully covered by available 2026 ITIP programming capacity. This change reflects a transition from the 2024 Rail Reserve to a fully programmed project in the 2026 ITIP.

**Table E: 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                                                        | 46   |
| LAK    | 29                     | 3122  | Lake 29 Expressway - Segment 2A                                                        | 54   |
| SON    | ATP/loc                | 2376  | SMART Pathway/Great Redwood Trail - Santa Rosa (Guerneville Road to Airport Boulevard) | 61   |
| ALA    | ATP/loc                | 2351  | Bay Skyway Phase 1 - Yerba Buena Island (YBI) Multi Use Path                           | 69   |
| ALA    | ATP/loc                | 2355  | Bay Skyway Phase 1 - West Oakland Link                                                 | 82   |
| SLO    | 46                     | 0226L | SR 46 Expressway Conversion - Antelope Grade Segment                                   | 95   |
| SLO    | 46                     | 0226M | SR 46 Expressway Conversion - Antelope Grade Segment 1                                 | 105  |
| KER    | 14                     | 8042B | Freeman Gulch Widening - Segment 2                                                     | 112  |
| MAD    | 99                     | 6297  | South Madera 6 Lane                                                                    | 120  |
| TUL    | 99                     | 6369  | Tulare SR 99 Corridor and Paige Avenue Multimodal Interchange Enhancements             | 130  |
| MAD    | 99                     | 7004  | North Madera 6 Lane                                                                    | 143  |
| ORA    | 5                      | 2833C | Interstate 5 (I-5) Managed Lanes                                                       | 151  |
| VEN    | Rail                   | 9887  | Leesdale Passing Siding                                                                | 161  |
| SJ     | Rail                   | 9888  | San Joaquin Street Station Layover Track                                               | 169  |
| RIV    | Rail                   | 9891  | Coachella Valley-San Geronio Pass Rail Corridor Service                                | 175  |
| SJ     | Rail                   | 9892  | Philips Siding Rehabilitation                                                          | 186  |
| SJ     | Rail                   | 9893  | Elk Grove to Philips Siding Rail Operational and Capacity Improvements                 | 194  |
| SLO    | Rail                   | 2195  | Central Coast Layover Facility                                                         | 201  |
| SANDAG | Rail                   | CP119 | San Dieguito Phase 2                                                                   | 211  |
| MAD    | Rail                   | 9894  | Madera High Speed Rail Station                                                         | 220  |
| Mon    | Rail                   | 9890  | King City Multimodal Transportation Center                                             | 226  |
| SAC    | Transit                | 2227  | Sacramento Downtown Regional Bus Route Consolidation - Bus Stop Improvements           | 234  |
| SAC    | Rail                   | 2194a | Coast Subdivision Positive Train Control Implementation Project                        | 240  |
| STA    | Rail                   | 2191  | San Joaquin Corridor 2nd Platforms-Modesto and Turlock-Denair                          | 248  |
| Var    | 99                     | 8145  | State Route 99 Managed Lanes (Kern to Madera)                                          | 254  |
| LA     | ATP                    | 6518  | LA River Way Bike Path Segment 6                                                       | 260  |

|                                                                                                                                                                                                            |       |            |              |                                        |                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|------------|--------------|----------------------------------------|---------------------|
| Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO                                                                                                           |       |            |              | Date                                   | 10/02/2025 09:28:42 |
| 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                      |                     |
| 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 District 1 |
| PS&E         | Caltrans District 1 |
| Right of Way | Caltrans District 1 |
| Construction | Caltrans District 1 |

Legislative Districts

|           |   |         |   |                |   |
|-----------|---|---------|---|----------------|---|
| Assembly: | 1 | Senate: | 2 | Congressional: | 1 |
|-----------|---|---------|---|----------------|---|

| Project Milestone                                                   | Existing   | Proposed   |
|---------------------------------------------------------------------|------------|------------|
| Project Study Report Approved                                       |            |            |
| Begin Environmental (PA&ED) Phase                                   | 07/01/1998 | 07/01/1998 |
| Circulate Draft Environmental Document                              | 05/24/2016 | 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)        | 12/15/2026 | 12/15/2026 |
| Begin Right of Way Phase                                            | 07/01/2024 | 07/01/2024 |
| End Right of Way Phase (Right of Way Certification Milestone)       | 12/01/2026 | 12/01/2026 |
| Begin Construction Phase (Contract Award Milestone)                 | 06/13/2027 | 07/01/2030 |
| End Construction Phase (Construction Contract Acceptance Milestone) | 12/01/2030 | 12/01/2033 |
| Begin Closeout Phase                                                | 12/01/2031 | 12/01/2034 |
| End Closeout Phase (Closeout Report)                                | 09/01/2034 | 09/01/2037 |

Date 10/02/2025 09:28:42

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  |

Date 10/02/2025 09:28:42

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      |
|                                     | LPPC, SCCP, TCEP, LPPF | Number of Fatalities                                                  | Number | 0     | 1               | -1     |

| 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  | 26-27  | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total   |                     |
| E&P (PA&ED)                            |        |        |       |       |       |       |        |         | Caltrans District 1 |
| PS&E                                   | 6,000  |        |       |       |       |       |        | 6,000   | Caltrans District 1 |
| R/W SUP (CT)                           | 2,970  |        |       |       |       |       |        | 2,970   | Caltrans District 1 |
| CON SUP (CT)                           |        | 8,250  |       |       |       |       |        | 8,250   | Caltrans District 1 |
| R/W                                    | 40,571 |        |       |       |       |       |        | 40,571  | Caltrans District 1 |
| CON                                    |        | 75,414 |       |       |       |       |        | 75,414  | Caltrans District 1 |
| TOTAL                                  | 49,541 | 83,664 |       |       |       |       |        | 133,205 |                     |

| Proposed Total Project Cost (\$1,000s) |        |       |       |       |        |       |        |         | Notes |
|----------------------------------------|--------|-------|-------|-------|--------|-------|--------|---------|-------|
| Component                              | Prior  | 26-27 | 27-28 | 28-29 | 29-30  | 30-31 | 31-32+ | Total   |       |
| E&P (PA&ED)                            |        |       |       |       |        |       |        |         |       |
| PS&E                                   | 6,000  |       |       |       |        |       |        | 6,000   |       |
| R/W SUP (CT)                           | 2,970  |       |       |       |        |       |        | 2,970   |       |
| CON SUP (CT)                           |        |       |       |       | 9,000  |       |        | 9,000   |       |
| R/W                                    | 40,571 |       |       |       |        |       |        | 40,571  |       |
| CON                                    |        |       |       |       | 79,500 |       |        | 79,500  |       |
| TOTAL                                  | 49,541 |       |       |       | 88,500 |       |        | 138,041 |       |

| Fund #1:     | RIP - National Hwy System (Committed) |       |       |       |       |       |        |       | Program Code                       |
|--------------|---------------------------------------|-------|-------|-------|-------|-------|--------|-------|------------------------------------|
|              | Existing Funding (\$1,000s)           |       |       |       |       |       |        |       | 20.XX.075.600                      |
| Component    | Prior                                 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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 |
|-----------------------------|-------|-------|-------|-------|-------|-------|--------|-------|-------|
| Component                   | Prior | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total |       |
| 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                                    | 26-27  | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                                                                                                                                                                        |
| E&P (PA&ED)                 |                                          |        |       |       |       |       |        |        | Caltrans HQ<br>\$40571 RW voted 10/17/24                                                                                                                                              |
| PS&E                        | 5,100                                    |        |       |       |       |       |        | 5,100  |                                                                                                                                                                                       |
| R/W SUP (CT)                | 2,970                                    |        |       |       |       |       |        | 2,970  |                                                                                                                                                                                       |
| CON SUP (CT)                |                                          |        |       |       |       |       |        |        |                                                                                                                                                                                       |
| R/W                         | 40,571                                   |        |       |       |       |       |        | 40,571 |                                                                                                                                                                                       |
| CON                         |                                          |        |       |       |       |       |        |        |                                                                                                                                                                                       |
| TOTAL                       | 48,641                                   |        |       |       |       |       |        | 48,641 |                                                                                                                                                                                       |
| Proposed Funding (\$1,000s) |                                          |        |       |       |       |       |        |        | Notes                                                                                                                                                                                 |
| E&P (PA&ED)                 |                                          |        |       |       |       |       |        |        |                                                                                                                                                                                       |
| PS&E                        | 5,100                                    |        |       |       |       |       |        | 5,100  |                                                                                                                                                                                       |
| R/W SUP (CT)                | 2,970                                    |        |       |       |       |       |        | 2,970  |                                                                                                                                                                                       |
| CON SUP (CT)                |                                          |        |       |       |       |       |        |        |                                                                                                                                                                                       |
| R/W                         | 40,571                                   |        |       |       |       |       |        | 40,571 |                                                                                                                                                                                       |
| CON                         |                                          |        |       |       |       |       |        |        |                                                                                                                                                                                       |
| TOTAL                       | 48,641                                   |        |       |       |       |       |        | 48,641 |                                                                                                                                                                                       |
| Fund #3:                    | Future Need - Future Funds (Uncommitted) |        |       |       |       |       |        |        | Program Code                                                                                                                                                                          |
| Existing Funding (\$1,000s) |                                          |        |       |       |       |       |        |        | FUTURE                                                                                                                                                                                |
| Component                   | Prior                                    | 26-27  | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                                                                                                                                                                        |
| 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 |                                                                                                                                                                                       |
| 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 State - ITIP (Uncommitted)                             |       |       |       |        |       |        |        | Program Code                                                |
| Existing Funding (\$1,000s) |                                                              |       |       |       |        |       |        |        |                                                             |
| Component                   | Prior                                                        | 26-27 | 27-28 | 28-29 | 29-30  | 30-31 | 31-32+ | 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)                 |                                                              |       |       |       |        |       |        |        | 2026 ITIP Request                                           |
| PS&E                        |                                                              |       |       |       |        |       |        |        |                                                             |
| R/W SUP (CT)                |                                                              |       |       |       |        |       |        |        |                                                             |
| CON SUP (CT)                |                                                              |       |       |       |        |       |        |        |                                                             |
| R/W                         |                                                              |       |       |       |        |       |        |        |                                                             |
| CON                         |                                                              |       |       |       | 44,250 |       |        | 44,250 |                                                             |
| TOTAL                       |                                                              |       |       |       | 44,250 |       |        | 44,250 |                                                             |
| Fund #5:                    | SB1 TCEP - Trade Corridors Enhancement Account (Uncommitted) |       |       |       |        |       |        |        | Program Code                                                |
| Existing Funding (\$1,000s) |                                                              |       |       |       |        |       |        |        |                                                             |
| Component                   | Prior                                                        | 26-27 | 27-28 | 28-29 | 29-30  | 30-31 | 31-32+ | 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)                 |                                                              |       |       |       |        |       |        |        | These funds will be requested through the SB1 TCEP Cycle 5. |
| PS&E                        |                                                              |       |       |       |        |       |        |        |                                                             |
| R/W SUP (CT)                |                                                              |       |       |       |        |       |        |        |                                                             |
| CON SUP (CT)                |                                                              |       |       |       | 9,000  |       |        | 9,000  |                                                             |
| R/W                         |                                                              |       |       |       |        |       |        |        |                                                             |
| CON                         |                                                              |       |       |       | 35,250 |       |        | 35,250 |                                                             |
| TOTAL                       |                                                              |       |       |       | 44,250 |       |        | 44,250 |                                                             |

| Complete this page for amendments only |             |       |       |            | Date 10/02/2025 09:28:42 |
|----------------------------------------|-------------|-------|-------|------------|--------------------------|
| District                               | County      | Route | EA    | Project ID | PPNO                     |
| 01                                     | Lake County | 29    | 29831 | 0118000079 | 3121                     |

SECTION 1 - All Projects

Project Background

Project is requesting Con and Con Support funding through the ITIP. The ePPR was amended to reflect the timelines of the ITIP program.

Programming Change Requested

Reason for Proposed Change

The project was not successful in obtaining funding in the 2024 TCEP program and is modifying the ePPR to reflect the timelines of the ITIP program. The project will be requesting a construction funding through both the ITIP and TCEP programs.

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                                   | 10/06/2025 11:15:52 |
| 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 District 1                    |                     |
| 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 Expressway. Construct Segment 2A, an approximately 3.3 mile portion of the 8-mile long, 4-lane Expressway 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-foot inside shoulders along with 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

| Project Milestone                                                   | Existing   | Proposed   |
|---------------------------------------------------------------------|------------|------------|
| Project Study Report Approved                                       | 08/01/1988 |            |
| Begin Environmental (PA&ED) Phase                                   | 07/01/1998 | 07/01/1998 |
| Circulate Draft Environmental Document                              |            |            |
| Document Type                                                       |            |            |
| 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 | 01/15/2030 |
| Begin Right of Way Phase                                            | 04/01/2022 | 01/01/2028 |
| End Right of Way Phase (Right of Way Certification Milestone)       | 04/01/2024 | 01/01/2030 |
| Begin Construction Phase (Contract Award Milestone)                 | 09/20/2024 | 06/03/2030 |
| End Construction Phase (Construction Contract Acceptance Milestone) | 12/01/2027 | 12/01/2033 |
| Begin Closeout Phase                                                | 12/01/2028 | 12/01/2034 |
| End Closeout Phase (Closeout Report)                                | 09/01/2031 | 09/01/2035 |

Date 10/06/2025 11:15:52

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                            | <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 |
|---------------------------------|-----------------------------------|-------|-------|
| State Highway Road Construction | Mixed flow lane-miles constructed | Miles | 5.09  |

Date 10/06/2025 11:15:52

#### 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. Interregional/truck traffic is concentrated on SR 20 within the "Main Street" north shore communities 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. 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 increased multimodal corridor safety. 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. Project benefits are in line with the Caltrans 2021 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. 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 this.

| 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  | 26-27 | 27-28 | 28-29 | 29-30  | 30-31 | 31-32+ | 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                                  | 23,000 |       |       |       | 74,000 |       |        | 97,000 |                     |

| Fund #1:                    | RIP - National Hwy System (Committed) |       |       |       |       |       |        |       | Program Code                       |
|-----------------------------|---------------------------------------|-------|-------|-------|-------|-------|--------|-------|------------------------------------|
|                             | Existing Funding (\$1,000s)           |       |       |       |       |       |        |       | 20.XX.075.600                      |
| Component                   | Prior                                 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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                                    | 26-27 | 27-28 | 28-29 | 29-30  | 30-31 | 31-32+ | 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                                    | 26-27 | 27-28 | 28-29 | 29-30  | 30-31 | 31-32+ | 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                       | 17,000                                   |       |       |       | 74,000 |       |        | 91,000 |                |

**Complete this page for amendments only**

Date 10/06/2025 11:15:52

| District | County      | Route | EA    | Project ID | PPNO |
|----------|-------------|-------|-------|------------|------|
| 01       | Lake County | 29    | 29841 | 0118000078 | 3122 |

**SECTION 1 - All Projects**

**Project Background**

The ePPR has been reflected to carryover from last round existing and to move the Con dates out until prior project phases achieve funding.

**Programming Change Requested**

NA

**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

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             | 10/07/2025 12:48:18 |
| 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            |                  |                     |
| 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                |                  |                     |
| Annora Borden                                                                                                                                                                                              |       |            | 707-794-3242 | aborden@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        |
| Project Milestone                                                   |                  | Existing       | Proposed   |
| Project Study Report Approved                                       |                  | 12/31/2024     |            |
| 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     | 02/28/2026 |
| 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     | 07/01/2026 |
| End Construction Phase (Construction Contract Acceptance Milestone) |                  | 06/01/2026     | 01/31/2028 |
| Begin Closeout Phase                                                |                  | 10/01/2026     | 05/31/2028 |
| End Closeout Phase (Closeout Report)                                |                  | 12/31/2026     | 07/31/2028 |

Date 10/07/2025 12:48:18

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 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 | 4.7   |

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  | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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                                  | 16,421 |       |       |       |       |       |        | 16,421 |                                |

| Proposed Total Project Cost (\$1,000s) |        |       |       |       |       |       |        |        | Notes |
|----------------------------------------|--------|-------|-------|-------|-------|-------|--------|--------|-------|
| Component                              | Prior  | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  |       |
| E&P (PA&ED)                            |        |       |       |       |       |       |        |        |       |
| PS&E                                   | 3,371  |       |       |       |       |       |        | 3,371  |       |
| R/W SUP (CT)                           |        |       |       |       |       |       |        |        |       |
| CON SUP (CT)                           |        |       |       |       |       |       |        |        |       |
| R/W                                    |        |       |       |       |       |       |        |        |       |
| CON                                    | 20,050 |       |       |       |       |       |        | 20,050 |       |
| TOTAL                                  | 23,421 |       |       |       |       |       |        | 23,421 |       |

| Fund #1:                    | CMAQ - Congestion Mitigation (Committed) |       |       |       |       |       |        |       | Program Code                        |
|-----------------------------|------------------------------------------|-------|-------|-------|-------|-------|--------|-------|-------------------------------------|
| Existing Funding (\$1,000s) |                                          |       |       |       |       |       |        |       | 20.30.010.820                       |
| Component                   | Prior                                    | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total | Funding Agency                      |
| E&P (PA&ED)                 |                                          |       |       |       |       |       |        |       | Metropolitan Transportation Commiss |
| PS&E                        |                                          |       |       |       |       |       |        |       |                                     |
| R/W SUP (CT)                |                                          |       |       |       |       |       |        |       |                                     |
| CON SUP (CT)                |                                          |       |       |       |       |       |        |       |                                     |
| R/W                         |                                          |       |       |       |       |       |        |       |                                     |
| CON                         | 2,000                                    |       |       |       |       |       |        | 2,000 |                                     |
| TOTAL                       | 2,000                                    |       |       |       |       |       |        | 2,000 |                                     |

| Proposed Funding (\$1,000s) |       |       |       |       |       |       |        |       | Notes |
|-----------------------------|-------|-------|-------|-------|-------|-------|--------|-------|-------|
| Component                   | Prior | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total |       |
| E&P (PA&ED)                 |       |       |       |       |       |       |        |       |       |
| PS&E                        |       |       |       |       |       |       |        |       |       |
| R/W SUP (CT)                |       |       |       |       |       |       |        |       |       |
| CON SUP (CT)                |       |       |       |       |       |       |        |       |       |
| R/W                         |       |       |       |       |       |       |        |       |       |
| CON                         | 2,000 |       |       |       |       |       |        | 2,000 |       |
| TOTAL                       | 2,000 |       |       |       |       |       |        | 2,000 |       |

|                             |                                         |       |       |       |       |       |        |       |                                                                                       |
|-----------------------------|-----------------------------------------|-------|-------|-------|-------|-------|--------|-------|---------------------------------------------------------------------------------------|
| Fund #2:                    | IIP - State Cash (Committed)            |       |       |       |       |       |        |       | Program Code                                                                          |
| Existing Funding (\$1,000s) |                                         |       |       |       |       |       |        |       | 20.XX.025.700                                                                         |
| Component                   | Prior                                   | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total | Funding Agency                                                                        |
| E&P (PA&ED)                 |                                         |       |       |       |       |       |        |       | Caltrans HQ<br>\$6097 CON EXT. TO 02/28/27                                            |
| 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)                 |                                         |       |       |       |       |       |        |       | CTC approved a 20-month Time Extension for CON allocation to 02/28/2027 waiver 25-100 |
| 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                                   | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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                       | 8,324                                   |       |       |       |       |       |        | 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                       | 8,324                                   |       |       |       |       |       |        | 8,324 |                                                                                       |

| Fund #4:                    | Other Fed - Safe Streets for All (Committed) |       |       |       |       |       |        |       | Program Code   |
|-----------------------------|----------------------------------------------|-------|-------|-------|-------|-------|--------|-------|----------------|
| Existing Funding (\$1,000s) |                                              |       |       |       |       |       |        |       |                |
| Component                   | Prior                                        | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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                         | 7,000                                        |       |       |       |       |       |        | 7,000 |                |
| TOTAL                       | 7,000                                        |       |       |       |       |       |        | 7,000 |                |

| Complete this page for amendments only |               |       |    |            | Date 10/07/2025 12:48:18 |
|----------------------------------------|---------------|-------|----|------------|--------------------------|
| District                               | County        | Route | EA | Project ID | PPNO                     |
| 04                                     | Sonoma County |       |    |            | 2376                     |

SECTION 1 - All Projects

Project Background

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 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.

Programming Change Requested

SMART is requesting that the project roll from the 2024 STIP to the 2026 STIP.

Reason for Proposed Change

This project has both FTA and FHWA funding. The FHWA determined they were not going to flex the funding to the FTA. As a result, they have determined that the project must go through an FHWA NEPA process in addition to the already-completed FTA NEPA Categorical Exclusion.

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                                   | 10/06/2025 13:04:36 |
| 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                                                                                                                                                                                                         |       | 0422000027 | 2351         | Caltrans HQ                            |                     |
| County                                                                                                                                                                                                     | Route | PM Back    | PM Ahead     | Co-Nominating Agency                   |                     |
| San Francisco Count                                                                                                                                                                                        |       |            |              | Metropolitan Transportation Commission |                     |
|                                                                                                                                                                                                            |       |            |              | MPO                                    | Element             |
|                                                                                                                                                                                                            |       |            |              | MTC                                    | Local Assistance    |
| Project Manager/Contact                                                                                                                                                                                    |       |            | Phone        | Email Address                          |                     |
| Jianmin Fong                                                                                                                                                                                               |       |            | 415-940-1815 | jianmin.fong@sfcta.org                 |                     |

**Project Title**

Bay Skyway Phase 1 - Yerba Buena Island Multi-Use Pathway and Related Roadway Improvements

**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 Pathway 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 will allow East-Span path-users to safely walk, bike, and e-bike between Oakland and Treasure Island. Related roadway improvements on Treasure Island Road will bring the road to current safety standards and implement a transit-only lane. 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 |
|-----------|----|---------|----|----------------|----|

| Project Milestone                                                   | Existing   | Proposed   |
|---------------------------------------------------------------------|------------|------------|
| Project Study Report Approved                                       | 06/26/2014 |            |
| Begin Environmental (PA&ED) Phase                                   | 01/01/2022 | 09/01/2021 |
| Circulate Draft Environmental Document                              | 12/01/2022 | 12/01/2022 |
| Document Type CE/CE                                                 |            |            |
| Draft Project Report                                                | 03/01/2023 | 03/01/2022 |
| End Environmental Phase (PA&ED Milestone)                           | 12/31/2023 | 12/31/2023 |
| Begin Design (PS&E) Phase                                           | 04/01/2024 | 03/01/2025 |
| End Design Phase (Ready to List for Advertisement Milestone)        | 12/31/2025 | 03/26/2026 |
| Begin Right of Way Phase                                            | 01/01/2025 | 01/01/2025 |
| End Right of Way Phase (Right of Way Certification Milestone)       | 12/31/2025 | 12/01/2025 |
| Begin Construction Phase (Contract Award Milestone)                 | 03/01/2026 | 07/01/2026 |
| End Construction Phase (Construction Contract Acceptance Milestone) | 12/31/2027 | 12/31/2027 |
| Begin Closeout Phase                                                | 01/01/2028 | 01/01/2028 |
| End Closeout Phase (Closeout Report)                                | 06/30/2028 | 06/30/2028 |

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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 MultiUse 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 ☐ 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 |
|-----------------------|-------------------------------------------------|-------|-------|
| Active Transportation | Pedestrian/Bicycle facilities miles constructed | Miles | 1.2   |

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**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     |
| Congestion Reduction                        | LPPC, SCCP, LPPF       | Change in Daily Vehicle Miles Travelled                                         | Miles            | 2,629,955   | 2,668,368       | -38,413    |
|                                             |                        |                                                                                 | VTM per Capita   | 3.03        | 3.07            | -0.04      |
|                                             | LPPC, SCCP, LPPF       | Person Hours of Travel Time Saved (Only 'Change' required)                      | Person Hours     | 198,795     | 202,047         | -3,252     |
|                                             |                        |                                                                                 | Hours per Capita | 0           | 0               | 0          |
| System Reliability (Freight)                | LPPC, SCCP, LPPF       | Peak Period Travel Time Reliability Index (Only 'No Build' Required)            | Index            | 0           | 1.61            | -1.61      |
|                                             | LPPC, SCCP, LPPF       | Level of Transit Delay (if required)                                            | % "On-time"      | 1.14        | 2.31            | -1.17      |
| Air Quality & GHG (only 'Change' required)  | LPPC, SCCP, TCEP, LPPF | Particulate Matter                                                              | PM 2.5 Tons      | 30          | 31              | -1         |
|                                             |                        |                                                                                 | PM 10 Tons       | 31          | 32              | -1         |
|                                             | LPPC, SCCP, TCEP, LPPF | Carbon Dioxide (CO2)                                                            | Tons             | 6,354,339   | 6,447,464       | -93,125    |
|                                             | LPPC, SCCP, TCEP, LPPF | Volatile Organic Compounds (VOC)                                                | Tons             | 637         | 645             | -8         |
|                                             | LPPC, SCCP, TCEP, LPPF | Sulphur Dioxides (SOx)                                                          | Tons             | 63          | 64              | -1         |
|                                             | LPPC, SCCP, TCEP, LPPF | Carbon Monoxide (CO)                                                            | Tons             | 19,362      | 19,627          | -265       |
|                                             | LPPC, SCCP, TCEP, LPPF | Nitrogen Oxides (NOx)                                                           | Tons             | 1,557       | 1,579           | -22        |
| Safety                                      | LPPC, SCCP, TCEP, LPPF | Number of Fatalities                                                            | Number           | 5.3         | 5.4             | -0.1       |
|                                             | LPPC, SCCP, TCEP, LPPF | Fatalities per 100 Million VMT                                                  | Number           | 0.55        | 0.55            | 0          |
|                                             | LPPC, SCCP, TCEP, LPPF | Number of Serious Injuries                                                      | Number           | 440         | 447             | -7         |
|                                             | LPPC, SCCP, TCEP, LPPF | Number of Serious Injuries per 100 Million VMT                                  | Number           | 45.87       | 45.89           | -0.02      |
| Economic Development                        | LPPC, SCCP, TCEP, LPPF | Jobs Created (Only 'Build' Required)                                            | Number           | 2,734       | 0               | 2,734      |
| Cost Effectiveness (only 'Change' required) | LPPC, SCCP, TCEP, LPPF | Cost Benefit Ratio                                                              | Ratio            | 2.85        | 0               | 2.85       |
| Vehicle Volume                              | LPPC, LPPF, SCCP       | Existing Average Annual Vehicle Volume on Project Segment                       | Number           | 84,300,000  | 0               | 84,300,000 |
|                                             | LPPC, LPPF, SCCP       | Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project | Number           | 104,200,000 | 102,800,000     | 1,400,000  |

| District | County               | Route | EA | Project ID | PPNO |
|----------|----------------------|-------|----|------------|------|
| 04       | San Francisco County |       |    | 0422000027 | 2351 |

**Project Title**

Bay Skyway Phase 1 - Yerba Buena Island Multi-Use Pathway and Related Roadway Improvements

| Existing Total Project Cost (\$1,000s) |         |       |       |       |       |       |        |         | Implementing Agency                 |
|----------------------------------------|---------|-------|-------|-------|-------|-------|--------|---------|-------------------------------------|
| Component                              | Prior   | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total   |                                     |
| E&P (PA&ED)                            | 2,000   |       |       |       |       |       |        | 2,000   | San Francisco County Transportation |
| PS&E                                   | 6,051   |       |       |       |       |       |        | 6,051   | 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                                    | 92,040  |       |       |       |       |       |        | 92,040  | San Francisco County Transportation |
| TOTAL                                  | 100,091 |       |       |       |       |       |        | 100,091 |                                     |

| Proposed Total Project Cost (\$1,000s) |        |       |       |       |       |       |        |        | Notes |
|----------------------------------------|--------|-------|-------|-------|-------|-------|--------|--------|-------|
| Component                              | Prior  | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  |       |
| E&P (PA&ED)                            | 1,250  |       |       |       |       |       |        | 1,250  |       |
| PS&E                                   | 8,301  |       |       |       |       |       |        | 8,301  |       |
| R/W SUP (CT)                           |        |       |       |       |       |       |        |        |       |
| CON SUP (CT)                           |        |       |       |       |       |       |        |        |       |
| R/W                                    |        |       |       |       |       |       |        |        |       |
| CON                                    | 38,000 |       |       |       |       |       |        | 38,000 |       |
| TOTAL                                  | 47,551 |       |       |       |       |       |        | 47,551 |       |

| Fund #1:     | Local Funds - no longer applicable (Committed) |       |       |       |       |       |        |       | Program Code                        |
|--------------|------------------------------------------------|-------|-------|-------|-------|-------|--------|-------|-------------------------------------|
|              | Existing Funding (\$1,000s)                    |       |       |       |       |       |        |       | 20.10.400.100                       |
| Component    | Prior                                          | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total | Funding Agency                      |
| E&P (PA&ED)  | 1,000                                          |       |       |       |       |       |        | 1,000 | Metropolitan Transportation Commiss |
| PS&E         |                                                |       |       |       |       |       |        |       |                                     |
| R/W SUP (CT) |                                                |       |       |       |       |       |        |       |                                     |
| CON SUP (CT) |                                                |       |       |       |       |       |        |       |                                     |
| R/W          |                                                |       |       |       |       |       |        |       |                                     |
| CON          |                                                |       |       |       |       |       |        |       |                                     |
| TOTAL        | 1,000                                          |       |       |       |       |       |        | 1,000 |                                     |

| Proposed Funding (\$1,000s) |       |       |       |       |       |       |        |       | Notes |
|-----------------------------|-------|-------|-------|-------|-------|-------|--------|-------|-------|
| Component                   | Prior | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total |       |
| E&P (PA&ED)                 |       |       |       |       |       |       |        |       |       |
| PS&E                        |       |       |       |       |       |       |        |       |       |
| R/W SUP (CT)                |       |       |       |       |       |       |        |       |       |
| CON SUP (CT)                |       |       |       |       |       |       |        |       |       |
| R/W                         |       |       |       |       |       |       |        |       |       |
| CON                         |       |       |       |       |       |       |        |       |       |
| TOTAL                       |       |       |       |       |       |       |        |       |       |

|                             |                                                                              |       |       |       |       |       |        |       |                                                                                                                                                                                                                                                                    |
|-----------------------------|------------------------------------------------------------------------------|-------|-------|-------|-------|-------|--------|-------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Fund #2:                    | State SB1 LPP - Local Partnership Program - Formula distribution (Committed) |       |       |       |       |       |        |       | Program Code                                                                                                                                                                                                                                                       |
| Existing Funding (\$1,000s) |                                                                              |       |       |       |       |       |        |       | 20.20.210.200                                                                                                                                                                                                                                                      |
| Component                   | Prior                                                                        | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total | Funding Agency                                                                                                                                                                                                                                                     |
| E&P (PA&ED)                 | 1,000                                                                        |       |       |       |       |       |        | 1,000 | California Transportation Commissio<br>\$1K included because SFCTA LPP-<br>F funds must be programmed<br>directly to the PS&E to enable the<br>allocation adjustment to shift \$750k<br>from PA&ED to PS&E.\$1000 PAED<br>voted 08/18/21<br>\$1 PSE voted 03/22/24 |
| PS&E                        | 1                                                                            |       |       |       |       |       |        | 1     |                                                                                                                                                                                                                                                                    |
| R/W SUP (CT)                |                                                                              |       |       |       |       |       |        |       |                                                                                                                                                                                                                                                                    |
| CON SUP (CT)                |                                                                              |       |       |       |       |       |        |       |                                                                                                                                                                                                                                                                    |
| R/W                         |                                                                              |       |       |       |       |       |        |       |                                                                                                                                                                                                                                                                    |
| CON                         |                                                                              |       |       |       |       |       |        |       |                                                                                                                                                                                                                                                                    |
| TOTAL                       | 1,001                                                                        |       |       |       |       |       |        | 1,001 |                                                                                                                                                                                                                                                                    |
| Proposed Funding (\$1,000s) |                                                                              |       |       |       |       |       |        |       | Notes                                                                                                                                                                                                                                                              |
| E&P (PA&ED)                 | 250                                                                          |       |       |       |       |       |        | 250   |                                                                                                                                                                                                                                                                    |
| PS&E                        | 751                                                                          |       |       |       |       |       |        | 751   |                                                                                                                                                                                                                                                                    |
| R/W SUP (CT)                |                                                                              |       |       |       |       |       |        |       |                                                                                                                                                                                                                                                                    |
| CON SUP (CT)                |                                                                              |       |       |       |       |       |        |       |                                                                                                                                                                                                                                                                    |
| R/W                         |                                                                              |       |       |       |       |       |        |       |                                                                                                                                                                                                                                                                    |
| CON                         |                                                                              |       |       |       |       |       |        |       |                                                                                                                                                                                                                                                                    |
| TOTAL                       | 1,001                                                                        |       |       |       |       |       |        | 1,001 |                                                                                                                                                                                                                                                                    |
| Fund #3:                    | ATP - Active Transportation Program (ST-ATP) – SB1 (Committed)               |       |       |       |       |       |        |       | Program Code                                                                                                                                                                                                                                                       |
| Existing Funding (\$1,000s) |                                                                              |       |       |       |       |       |        |       | 20.30.720.100                                                                                                                                                                                                                                                      |
| Component                   | Prior                                                                        | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total | Funding Agency                                                                                                                                                                                                                                                     |
| E&P (PA&ED)                 |                                                                              |       |       |       |       |       |        |       | California Transportation Commissio                                                                                                                                                                                                                                |
| PS&E                        | 3,800                                                                        |       |       |       |       |       |        | 3,800 |                                                                                                                                                                                                                                                                    |
| R/W SUP (CT)                |                                                                              |       |       |       |       |       |        |       |                                                                                                                                                                                                                                                                    |
| CON SUP (CT)                |                                                                              |       |       |       |       |       |        |       |                                                                                                                                                                                                                                                                    |
| R/W                         |                                                                              |       |       |       |       |       |        |       |                                                                                                                                                                                                                                                                    |
| CON                         |                                                                              |       |       |       |       |       |        |       |                                                                                                                                                                                                                                                                    |
| TOTAL                       | 3,800                                                                        |       |       |       |       |       |        | 3,800 |                                                                                                                                                                                                                                                                    |
| 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:                    | Other Fed - no longer applicable (Committed) |       |       |       |       |       |        |       | Program Code                                            |
| Existing Funding (\$1,000s) |                                              |       |       |       |       |       |        |       | 20.30.010.820                                           |
| Component                   | Prior                                        | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total | Funding Agency                                          |
| 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 |                                                         |
| Proposed Funding (\$1,000s) |                                              |       |       |       |       |       |        |       | Notes                                                   |
| E&P (PA&ED)                 |                                              |       |       |       |       |       |        |       |                                                         |
| PS&E                        |                                              |       |       |       |       |       |        |       |                                                         |
| R/W SUP (CT)                |                                              |       |       |       |       |       |        |       |                                                         |
| CON SUP (CT)                |                                              |       |       |       |       |       |        |       |                                                         |
| R/W                         |                                              |       |       |       |       |       |        |       |                                                         |
| CON                         |                                              |       |       |       |       |       |        |       |                                                         |
| TOTAL                       |                                              |       |       |       |       |       |        |       |                                                         |
| Fund #5:                    | IIP - State Cash (Committed)                 |       |       |       |       |       |        |       | Program Code                                            |
| Existing Funding (\$1,000s) |                                              |       |       |       |       |       |        |       | 20.XX.025.700                                           |
| Component                   | Prior                                        | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total | Funding Agency                                          |
| E&P (PA&ED)                 |                                              |       |       |       |       |       |        |       | Caltrans HQ                                             |
| PS&E                        |                                              |       |       |       |       |       |        |       |                                                         |
| R/W SUP (CT)                |                                              |       |       |       |       |       |        |       |                                                         |
| CON SUP (CT)                |                                              |       |       |       |       |       |        |       |                                                         |
| R/W                         |                                              |       |       |       |       |       |        |       |                                                         |
| CON                         | 4,944                                        |       |       |       |       |       |        | 4,944 |                                                         |
| TOTAL                       | 4,944                                        |       |       |       |       |       |        | 4,944 |                                                         |
| Proposed Funding (\$1,000s) |                                              |       |       |       |       |       |        |       | Notes                                                   |
| E&P (PA&ED)                 |                                              |       |       |       |       |       |        |       | Interregional Transportation Improvement Program (ITIP) |
| 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 Measure (Committed)          |       |       |       |       |       |        |        | Program Code                                                                      |
| Existing Funding (\$1,000s) |                                                  |       |       |       |       |       |        |        | 20.10.400.100                                                                     |
| Component                   | Prior                                            | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                                                                    |
| E&P (PA&ED)                 |                                                  |       |       |       |       |       |        |        | San Francisco County Transportation<br>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  |                                                                                   |
| Proposed Funding (\$1,000s) |                                                  |       |       |       |       |       |        |        | Notes                                                                             |
| E&P (PA&ED)                 |                                                  |       |       |       |       |       |        |        | Proposition L - Sales Tax                                                         |
| PS&E                        |                                                  |       |       |       |       |       |        |        |                                                                                   |
| R/W SUP (CT)                |                                                  |       |       |       |       |       |        |        |                                                                                   |
| CON SUP (CT)                |                                                  |       |       |       |       |       |        |        |                                                                                   |
| R/W                         |                                                  |       |       |       |       |       |        |        |                                                                                   |
| CON                         | 1,000                                            |       |       |       |       |       |        | 1,000  |                                                                                   |
| TOTAL                       | 1,000                                            |       |       |       |       |       |        | 1,000  |                                                                                   |
| Fund #7:                    | Future Need - no longer applicable (Uncommitted) |       |       |       |       |       |        |        | Program Code                                                                      |
| Existing Funding (\$1,000s) |                                                  |       |       |       |       |       |        |        | FUTURE                                                                            |
| Component                   | Prior                                            | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                                                                    |
| 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                         | 86,096                                           |       |       |       |       |       |        | 86,096 |                                                                                   |
| TOTAL                       | 86,096                                           |       |       |       |       |       |        | 86,096 |                                                                                   |
| Proposed Funding (\$1,000s) |                                                  |       |       |       |       |       |        |        | Notes                                                                             |
| E&P (PA&ED)                 |                                                  |       |       |       |       |       |        |        | no longer applicable                                                              |
| PS&E                        |                                                  |       |       |       |       |       |        |        |                                                                                   |
| R/W SUP (CT)                |                                                  |       |       |       |       |       |        |        |                                                                                   |
| CON SUP (CT)                |                                                  |       |       |       |       |       |        |        |                                                                                   |
| R/W                         |                                                  |       |       |       |       |       |        |        |                                                                                   |
| CON                         |                                                  |       |       |       |       |       |        |        |                                                                                   |
| TOTAL                       |                                                  |       |       |       |       |       |        |        |                                                                                   |

|                             |                                             |       |       |       |       |       |        |       |                |
|-----------------------------|---------------------------------------------|-------|-------|-------|-------|-------|--------|-------|----------------|
| Fund #8:                    | Local Funds - OBAG 3 (STP/CMAQ) (Committed) |       |       |       |       |       |        |       | Program Code   |
| Existing Funding (\$1,000s) |                                             |       |       |       |       |       |        |       |                |
| Component                   | Prior                                       | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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                        | 2,250                                       |       |       |       |       |       |        | 2,250 |                |
| R/W SUP (CT)                |                                             |       |       |       |       |       |        |       |                |
| CON SUP (CT)                |                                             |       |       |       |       |       |        |       |                |
| R/W                         |                                             |       |       |       |       |       |        |       |                |
| CON                         |                                             |       |       |       |       |       |        |       |                |
| TOTAL                       | 2,250                                       |       |       |       |       |       |        | 2,250 |                |
| Fund #9:                    | Local Funds - BATA Toll (Committed)         |       |       |       |       |       |        |       | Program Code   |
| Existing Funding (\$1,000s) |                                             |       |       |       |       |       |        |       |                |
| Component                   | Prior                                       | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total | Funding Agency |
| E&P (PA&ED)                 |                                             |       |       |       |       |       |        |       |                |
| PS&E                        |                                             |       |       |       |       |       |        |       |                |
| R/W SUP (CT)                |                                             |       |       |       |       |       |        |       |                |
| CON SUP (CT)                |                                             |       |       |       |       |       |        |       |                |
| R/W                         |                                             |       |       |       |       |       |        |       |                |
| CON                         |                                             |       |       |       |       |       |        |       |                |
| TOTAL                       |                                             |       |       |       |       |       |        |       |                |
| Proposed Funding (\$1,000s) |                                             |       |       |       |       |       |        |       | Notes          |
| E&P (PA&ED)                 |                                             |       |       |       |       |       |        |       |                |
| PS&E                        | 750                                         |       |       |       |       |       |        | 750   |                |
| R/W SUP (CT)                |                                             |       |       |       |       |       |        |       |                |
| CON SUP (CT)                |                                             |       |       |       |       |       |        |       |                |
| R/W                         |                                             |       |       |       |       |       |        |       |                |
| CON                         |                                             |       |       |       |       |       |        |       |                |
| TOTAL                       | 750                                         |       |       |       |       |       |        | 750   |                |

|                             |                                              |       |       |       |       |       |        |        |                                     |
|-----------------------------|----------------------------------------------|-------|-------|-------|-------|-------|--------|--------|-------------------------------------|
| Fund #10:                   | Local Funds - Local Measure (Committed)      |       |       |       |       |       |        |        | Program Code                        |
| Existing Funding (\$1,000s) |                                              |       |       |       |       |       |        |        |                                     |
| Component                   | Prior                                        | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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)                 |                                              |       |       |       |       |       |        |        | Prop AA - Vehicle Registration Fee  |
| PS&E                        | 750                                          |       |       |       |       |       |        | 750    |                                     |
| R/W SUP (CT)                |                                              |       |       |       |       |       |        |        |                                     |
| CON SUP (CT)                |                                              |       |       |       |       |       |        |        |                                     |
| R/W                         |                                              |       |       |       |       |       |        |        |                                     |
| CON                         |                                              |       |       |       |       |       |        |        |                                     |
| TOTAL                       | 750                                          |       |       |       |       |       |        | 750    |                                     |
| Fund #11:                   | Local Funds - Regional Measure 3 (Committed) |       |       |       |       |       |        |        | Program Code                        |
| Existing Funding (\$1,000s) |                                              |       |       |       |       |       |        |        |                                     |
| Component                   | Prior                                        | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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                         | 16,250                                       |       |       |       |       |       |        | 16,250 |                                     |
| TOTAL                       | 16,250                                       |       |       |       |       |       |        | 16,250 |                                     |

|                             |                                                      |       |       |       |       |       |        |        |                                     |
|-----------------------------|------------------------------------------------------|-------|-------|-------|-------|-------|--------|--------|-------------------------------------|
| Fund #12:                   | Local Funds - Other Local Funds (Committed)          |       |       |       |       |       |        |        | Program Code                        |
| Existing Funding (\$1,000s) |                                                      |       |       |       |       |       |        |        |                                     |
| Component                   | Prior                                                | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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)                 |                                                      |       |       |       |       |       |        |        |                                     |
| PS&E                        |                                                      |       |       |       |       |       |        |        |                                     |
| R/W SUP (CT)                |                                                      |       |       |       |       |       |        |        |                                     |
| CON SUP (CT)                |                                                      |       |       |       |       |       |        |        |                                     |
| R/W                         |                                                      |       |       |       |       |       |        |        |                                     |
| CON                         | 14,032                                               |       |       |       |       |       |        | 14,032 |                                     |
| TOTAL                       | 14,032                                               |       |       |       |       |       |        | 14,032 |                                     |
| Fund #13:                   | Local Funds - Priority Conservation Area (Committed) |       |       |       |       |       |        |        | Program Code                        |
| Existing Funding (\$1,000s) |                                                      |       |       |       |       |       |        |        |                                     |
| Component                   | Prior                                                | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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)                 | 1,000                                                |       |       |       |       |       |        | 1,000  |                                     |
| PS&E                        |                                                      |       |       |       |       |       |        |        |                                     |
| R/W SUP (CT)                |                                                      |       |       |       |       |       |        |        |                                     |
| CON SUP (CT)                |                                                      |       |       |       |       |       |        |        |                                     |
| R/W                         |                                                      |       |       |       |       |       |        |        |                                     |
| CON                         |                                                      |       |       |       |       |       |        |        |                                     |
| TOTAL                       | 1,000                                                |       |       |       |       |       |        | 1,000  |                                     |

| Fund #14:                   | Future Need - State SB1 LPP-F (Uncommitted) |       |       |       |       |       |        |       | Program Code                                                                                                                                                                   |
|-----------------------------|---------------------------------------------|-------|-------|-------|-------|-------|--------|-------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Existing Funding (\$1,000s) |                                             |       |       |       |       |       |        |       |                                                                                                                                                                                |
| Component                   | Prior                                       | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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)                 |                                             |       |       |       |       |       |        |       | SFCTA is planning to submit LPP Formula programming request materials to CTC in October 2025 for programming in the fall and concurrent ITIP and LPP allocation in the spring. |
| PS&E                        |                                             |       |       |       |       |       |        |       |                                                                                                                                                                                |
| R/W SUP (CT)                |                                             |       |       |       |       |       |        |       |                                                                                                                                                                                |
| CON SUP (CT)                |                                             |       |       |       |       |       |        |       |                                                                                                                                                                                |
| R/W                         |                                             |       |       |       |       |       |        |       |                                                                                                                                                                                |
| CON                         | 1,774                                       |       |       |       |       |       |        | 1,774 |                                                                                                                                                                                |
| TOTAL                       | 1,774                                       |       |       |       |       |       |        | 1,774 |                                                                                                                                                                                |

**Complete this page for amendments only**

Date 10/06/2025 13:04:36

| District | County               | Route | EA | Project ID | PPNO |
|----------|----------------------|-------|----|------------|------|
| 04       | San Francisco County |       |    | 0422000027 | 2351 |

**SECTION 1 - All Projects**

**Project Background**

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.

**Programming Change Requested**

The changes are requested to reflect updates to project funding and design changes.

**Reason for Proposed Change**

The proposed changes are for project delivery purposes. They YBI Multi-use Pathway will be delivered in two parts. This first part will focus on Treasure Island Road and complete construction while the roads are closed due to West Side Bridges Project and Hilcrest Road Project. This part includes the roadway improvement, new Class I path, a new transit lane, and infrastructure installation.

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)

See above.

**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                    | 10/13/2025 09:29:31 |
| 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 |
|-----------|----|---------|---|----------------|----|

| Project Milestone                                                   | Existing                     | Proposed   |
|---------------------------------------------------------------------|------------------------------|------------|
| Project Study Report Approved                                       | 11/17/2023                   |            |
| Begin Environmental (PA&ED) Phase                                   | 10/13/2013                   | 10/13/2013 |
| Circulate Draft Environmental Document                              | Document Type (ND/MND)/FONSI | 06/15/2022 |
| Draft Project Report                                                | 07/14/2022                   | 07/14/2022 |
| End Environmental Phase (PA&ED Milestone)                           | 01/31/2024                   | 10/31/2025 |
| Begin Design (PS&E) Phase                                           | 07/11/2023                   | 11/03/2025 |
| End Design Phase (Ready to List for Advertisement Milestone)        | 05/30/2025                   | 06/30/2026 |
| Begin Right of Way Phase                                            | 02/05/2024                   | 11/03/2025 |
| End Right of Way Phase (Right of Way Certification Milestone)       | 11/15/2024                   | 06/30/2026 |
| Begin Construction Phase (Contract Award Milestone)                 | 12/12/2025                   | 04/01/2027 |
| End Construction Phase (Construction Contract Acceptance Milestone) | 04/28/2028                   | 08/31/2029 |
| Begin Closeout Phase                                                | 05/29/2028                   | 09/03/2029 |
| End Closeout Phase (Closeout Report)                                | 10/27/2028                   | 03/29/2030 |

Date 10/13/2025 09:29:31

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  |
| ADA Improvements      | Repair/upgrade curb ramp                                    | EA    | 2     |
| Active Transportation | Sidewalk miles                                              | Miles | 1.15  |
| Active Transportation | # Signs, lights, greenway, or other safety / beautification | EA    | 200   |

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#### Additional Information

##### 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.

##### Phasing and Cost Decrease

The West Oakland Link will be constructed in two segments. ITIP helps fully fund the first segment that achieves the goals of the complete project and provides full connectivity through a protected, narrower multi-use path constructed by the West Grand Avenue Bus and High Occupancy Vehicle Lane Project. The cost, funding, and schedule in this ePPR reflect only the fully-funded first segment. Because of this change, the total Construction cost in the 2026 ITIP ePPR shrank to \$56,892,000 from \$96,273,000 in the 2024 ITIP ePPR. The outcome of the previously submitted benefit-cost analysis for the full West Oakland Link is still generally valid, as MTC will deliver the full-length path on the same timeline using the paths on both the West Oakland Link and the Bay Bridge Forward Project.

| 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   | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total   |                                     |
| E&P (PA&ED)                            | 1,700   |       |       |       |       |       |        | 1,700   | Metropolitan Transportation Commiss |
| PS&E                                   | 6,000   |       |       |       |       |       |        | 6,000   | Metropolitan Transportation Commiss |
| R/W SUP (CT)                           |         |       |       |       |       |       |        |         | Metropolitan Transportation Commiss |
| CON SUP (CT)                           |         |       |       |       |       |       |        |         | Metropolitan Transportation Commiss |
| R/W                                    | 3,927   |       |       |       |       |       |        | 3,927   | Metropolitan Transportation Commiss |
| CON                                    | 96,273  |       |       |       |       |       |        | 96,273  | Metropolitan Transportation Commiss |
| TOTAL                                  | 107,900 |       |       |       |       |       |        | 107,900 |                                     |

| Proposed Total Project Cost (\$1,000s) |        |       |       |       |       |       |        |        | Notes |
|----------------------------------------|--------|-------|-------|-------|-------|-------|--------|--------|-------|
| Component                              | Prior  | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  |       |
| E&P (PA&ED)                            | 1,700  |       |       |       |       |       |        | 1,700  |       |
| PS&E                                   | 6,000  |       |       |       |       |       |        | 6,000  |       |
| R/W SUP (CT)                           |        |       |       |       |       |       |        |        |       |
| CON SUP (CT)                           |        |       |       |       |       |       |        |        |       |
| R/W                                    | 7,308  |       |       |       |       |       |        | 7,308  |       |
| CON                                    | 56,892 |       |       |       |       |       |        | 56,892 |       |
| TOTAL                                  | 71,900 |       |       |       |       |       |        | 71,900 |       |

| Fund #1:     | Local Funds - Alameda County Transportation Commission (Committed) |       |       |       |       |       |        |       | Program Code                      |
|--------------|--------------------------------------------------------------------|-------|-------|-------|-------|-------|--------|-------|-----------------------------------|
|              | Existing Funding (\$1,000s)                                        |       |       |       |       |       |        |       | 20.10.400.100                     |
| Component    | Prior                                                              | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total | Funding Agency                    |
| E&P (PA&ED)  |                                                                    |       |       |       |       |       |        |       | Alameda County Transportation Com |
| PS&E         | 3,000                                                              |       |       |       |       |       |        | 3,000 |                                   |
| R/W SUP (CT) |                                                                    |       |       |       |       |       |        |       |                                   |
| CON SUP (CT) |                                                                    |       |       |       |       |       |        |       |                                   |
| R/W          |                                                                    |       |       |       |       |       |        |       |                                   |
| CON          |                                                                    |       |       |       |       |       |        |       |                                   |
| TOTAL        | 3,000                                                              |       |       |       |       |       |        | 3,000 |                                   |

| Proposed Funding (\$1,000s) |       |       |       |       |       |       |        |       | Notes |
|-----------------------------|-------|-------|-------|-------|-------|-------|--------|-------|-------|
| Component                   | Prior | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total |       |
| E&P (PA&ED)                 |       |       |       |       |       |       |        |       |       |
| PS&E                        |       |       |       |       |       |       |        |       |       |
| R/W SUP (CT)                |       |       |       |       |       |       |        |       |       |
| CON SUP (CT)                |       |       |       |       |       |       |        |       |       |
| R/W                         |       |       |       |       |       |       |        |       |       |
| CON                         | 3,000 |       |       |       |       |       |        | 3,000 |       |
| TOTAL                       | 3,000 |       |       |       |       |       |        | 3,000 |       |

|                             |                                                              |       |       |       |       |       |        |       |                                     |
|-----------------------------|--------------------------------------------------------------|-------|-------|-------|-------|-------|--------|-------|-------------------------------------|
| Fund #2:                    | Local Funds - ACTC One Bay Area Grant 3 (OBAG 3) (Committed) |       |       |       |       |       |        |       | Program Code                        |
| Existing Funding (\$1,000s) |                                                              |       |       |       |       |       |        |       | 20.10.400.100                       |
| Component                   | Prior                                                        | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total | Funding Agency                      |
| E&P (PA&ED)                 |                                                              |       |       |       |       |       |        |       | Alameda County Transportation Com   |
| PS&E                        |                                                              |       |       |       |       |       |        |       |                                     |
| R/W SUP (CT)                |                                                              |       |       |       |       |       |        |       |                                     |
| CON SUP (CT)                |                                                              |       |       |       |       |       |        |       |                                     |
| R/W                         | 2,127                                                        |       |       |       |       |       |        | 2,127 |                                     |
| CON                         | 2,073                                                        |       |       |       |       |       |        | 2,073 |                                     |
| TOTAL                       | 4,200                                                        |       |       |       |       |       |        | 4,200 |                                     |
| 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                       | 4,200                                                        |       |       |       |       |       |        | 4,200 |                                     |
| Fund #3:                    | Local Funds - Regional OBAG3 (Committed)                     |       |       |       |       |       |        |       | Program Code                        |
| Existing Funding (\$1,000s) |                                                              |       |       |       |       |       |        |       | 20.10.400.100                       |
| Component                   | Prior                                                        | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total | Funding Agency                      |
| E&P (PA&ED)                 |                                                              |       |       |       |       |       |        |       | Metropolitan Transportation Commiss |
| PS&E                        |                                                              |       |       |       |       |       |        |       |                                     |
| R/W SUP (CT)                |                                                              |       |       |       |       |       |        |       |                                     |
| CON SUP (CT)                |                                                              |       |       |       |       |       |        |       |                                     |
| R/W                         |                                                              |       |       |       |       |       |        |       |                                     |
| CON                         | 1,900                                                        |       |       |       |       |       |        | 1,900 |                                     |
| TOTAL                       | 1,900                                                        |       |       |       |       |       |        | 1,900 |                                     |
| 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) |                                                                 |       |       |       |       |       |        |        | 20.10.400.100                                                                                                                                                                        |
| Component                   | Prior                                                           | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                                                                                                                                                                       |
| E&P (PA&ED)                 | 1,700                                                           |       |       |       |       |       |        | 1,700  | Metropolitan Transportation Commiss                                                                                                                                                  |
| PS&E                        | 3,000                                                           |       |       |       |       |       |        | 3,000  |                                                                                                                                                                                      |
| R/W SUP (CT)                |                                                                 |       |       |       |       |       |        |        |                                                                                                                                                                                      |
| CON SUP (CT)                |                                                                 |       |       |       |       |       |        |        |                                                                                                                                                                                      |
| R/W                         |                                                                 |       |       |       |       |       |        |        |                                                                                                                                                                                      |
| CON                         |                                                                 |       |       |       |       |       |        |        |                                                                                                                                                                                      |
| TOTAL                       | 4,700                                                           |       |       |       |       |       |        | 4,700  |                                                                                                                                                                                      |
| Proposed Funding (\$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                         | 3,381                                                           |       |       |       |       |       |        | 3,381  |                                                                                                                                                                                      |
| CON                         | 2,619                                                           |       |       |       |       |       |        | 2,619  |                                                                                                                                                                                      |
| TOTAL                       | 13,700                                                          |       |       |       |       |       |        | 13,700 |                                                                                                                                                                                      |
| Fund #5:                    | ATP - Active Transportation Program (RMR-ATP) – SB1 (Committed) |       |       |       |       |       |        |        | Program Code                                                                                                                                                                         |
| Existing Funding (\$1,000s) |                                                                 |       |       |       |       |       |        |        | 20.30.720.100                                                                                                                                                                        |
| Component                   | Prior                                                           | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                                                                                                                                                                       |
| E&P (PA&ED)                 |                                                                 |       |       |       |       |       |        |        | \$17600 CON EXT. TO 02/28/27                                                                                                                                                         |
| PS&E                        |                                                                 |       |       |       |       |       |        |        |                                                                                                                                                                                      |
| R/W SUP (CT)                |                                                                 |       |       |       |       |       |        |        |                                                                                                                                                                                      |
| CON SUP (CT)                |                                                                 |       |       |       |       |       |        |        |                                                                                                                                                                                      |
| R/W                         |                                                                 |       |       |       |       |       |        |        |                                                                                                                                                                                      |
| CON                         | 17,600                                                          |       |       |       |       |       |        | 17,600 |                                                                                                                                                                                      |
| TOTAL                       | 17,600                                                          |       |       |       |       |       |        | 17,600 |                                                                                                                                                                                      |
| Proposed Funding (\$1,000s) |                                                                 |       |       |       |       |       |        |        | Notes                                                                                                                                                                                |
| E&P (PA&ED)                 |                                                                 |       |       |       |       |       |        |        | A 20-month ATP time extension was processed at the May 2025 CTC meeting and approved on May 16th, 2025. The new allocation deadline for us to seek ATP funds is February 28th, 2027. |
| PS&E                        |                                                                 |       |       |       |       |       |        |        |                                                                                                                                                                                      |
| R/W SUP (CT)                |                                                                 |       |       |       |       |       |        |        |                                                                                                                                                                                      |
| CON SUP (CT)                |                                                                 |       |       |       |       |       |        |        |                                                                                                                                                                                      |
| R/W                         |                                                                 |       |       |       |       |       |        |        |                                                                                                                                                                                      |
| CON                         | 17,600                                                          |       |       |       |       |       |        | 17,600 |                                                                                                                                                                                      |
| TOTAL                       | 17,600                                                          |       |       |       |       |       |        | 17,600 |                                                                                                                                                                                      |

|                             |                                       |       |       |       |       |       |        |       |                                             |
|-----------------------------|---------------------------------------|-------|-------|-------|-------|-------|--------|-------|---------------------------------------------|
| Fund #6:                    | IIP - National Hwy System (Committed) |       |       |       |       |       |        |       | Program Code                                |
| Existing Funding (\$1,000s) |                                       |       |       |       |       |       |        |       | 20.XX.025.700                               |
| Component                   | Prior                                 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total | Funding Agency                              |
| E&P (PA&ED)                 |                                       |       |       |       |       |       |        |       | Caltrans HQ                                 |
| PS&E                        |                                       |       |       |       |       |       |        |       |                                             |
| R/W SUP (CT)                |                                       |       |       |       |       |       |        |       |                                             |
| CON SUP (CT)                |                                       |       |       |       |       |       |        |       |                                             |
| R/W                         |                                       |       |       |       |       |       |        |       |                                             |
| CON                         | 4,356                                 |       |       |       |       |       |        | 4,356 |                                             |
| TOTAL                       | 4,356                                 |       |       |       |       |       |        | 4,356 |                                             |
| 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) |                                       |       |       |       |       |       |        |       | 20.10.400.100                               |
| Component                   | Prior                                 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total | Funding Agency                              |
| E&P (PA&ED)                 |                                       |       |       |       |       |       |        |       | City of Oakland<br>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 |                                             |
| Proposed Funding (\$1,000s) |                                       |       |       |       |       |       |        |       | Notes                                       |
| E&P (PA&ED)                 |                                       |       |       |       |       |       |        |       |                                             |
| 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) |                                                          |       |       |       |       |       |        |        | 20.10.400.100                                                                                      |
| Component                   | Prior                                                    | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                                                                                     |
| E&P (PA&ED)                 |                                                          |       |       |       |       |       |        |        | Bay Area Air Quality Management District<br>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    |                                                                                                    |
| Proposed Funding (\$1,000s) |                                                          |       |       |       |       |       |        |        | Notes                                                                                              |
| E&P (PA&ED)                 |                                                          |       |       |       |       |       |        |        |                                                                                                    |
| PS&E                        |                                                          |       |       |       |       |       |        |        |                                                                                                    |
| R/W SUP (CT)                |                                                          |       |       |       |       |       |        |        |                                                                                                    |
| CON SUP (CT)                |                                                          |       |       |       |       |       |        |        |                                                                                                    |
| R/W                         |                                                          |       |       |       |       |       |        |        |                                                                                                    |
| CON                         | 344                                                      |       |       |       |       |       |        | 344    |                                                                                                    |
| TOTAL                       | 344                                                      |       |       |       |       |       |        | 344    |                                                                                                    |
| Fund #9:                    | Other State - Surface Transportation Program (Committed) |       |       |       |       |       |        |        | Program Code                                                                                       |
| Existing Funding (\$1,000s) |                                                          |       |       |       |       |       |        |        | 20.30.207.811                                                                                      |
| Component                   | Prior                                                    | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                                                                                     |
| E&P (PA&ED)                 |                                                          |       |       |       |       |       |        |        | These funds would be requested during the SB #1 LPP-C & SCCP Cycle 4 application process.          |
| PS&E                        |                                                          |       |       |       |       |       |        |        |                                                                                                    |
| R/W SUP (CT)                |                                                          |       |       |       |       |       |        |        |                                                                                                    |
| CON SUP (CT)                |                                                          |       |       |       |       |       |        |        |                                                                                                    |
| R/W                         |                                                          |       |       |       |       |       |        |        |                                                                                                    |
| CON                         | 70,000                                                   |       |       |       |       |       |        | 70,000 |                                                                                                    |
| TOTAL                       | 70,000                                                   |       |       |       |       |       |        | 70,000 |                                                                                                    |
| Proposed Funding (\$1,000s) |                                                          |       |       |       |       |       |        |        | Notes                                                                                              |
| E&P (PA&ED)                 |                                                          |       |       |       |       |       |        |        |                                                                                                    |
| PS&E                        |                                                          |       |       |       |       |       |        |        |                                                                                                    |
| R/W SUP (CT)                |                                                          |       |       |       |       |       |        |        |                                                                                                    |
| CON SUP (CT)                |                                                          |       |       |       |       |       |        |        |                                                                                                    |
| R/W                         |                                                          |       |       |       |       |       |        |        |                                                                                                    |
| CON                         |                                                          |       |       |       |       |       |        |        |                                                                                                    |
| TOTAL                       |                                                          |       |       |       |       |       |        |        |                                                                                                    |

|                             |                                                        |       |       |       |       |       |        |        |                                     |
|-----------------------------|--------------------------------------------------------|-------|-------|-------|-------|-------|--------|--------|-------------------------------------|
| Fund #10:                   | Local Funds - Local Measure (Committed)                |       |       |       |       |       |        |        | Program Code                        |
| Existing Funding (\$1,000s) |                                                        |       |       |       |       |       |        |        |                                     |
| Component                   | Prior                                                  | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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)                 |                                                        |       |       |       |       |       |        |        | Bridge Tolls - Regional Measure 3   |
| PS&E                        |                                                        |       |       |       |       |       |        |        |                                     |
| R/W SUP (CT)                |                                                        |       |       |       |       |       |        |        |                                     |
| CON SUP (CT)                |                                                        |       |       |       |       |       |        |        |                                     |
| R/W                         |                                                        |       |       |       |       |       |        |        |                                     |
| CON                         | 7,500                                                  |       |       |       |       |       |        | 7,500  |                                     |
| TOTAL                       | 7,500                                                  |       |       |       |       |       |        | 7,500  |                                     |
| Fund #11:                   | Other Fed - Surface Transportation Program (Committed) |       |       |       |       |       |        |        | Program Code                        |
| Existing Funding (\$1,000s) |                                                        |       |       |       |       |       |        |        |                                     |
| Component                   | Prior                                                  | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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)                 |                                                        |       |       |       |       |       |        |        | Regional OBAG2 Funds                |
| PS&E                        |                                                        |       |       |       |       |       |        |        |                                     |
| R/W SUP (CT)                |                                                        |       |       |       |       |       |        |        |                                     |
| CON SUP (CT)                |                                                        |       |       |       |       |       |        |        |                                     |
| R/W                         |                                                        |       |       |       |       |       |        |        |                                     |
| CON                         | 10,000                                                 |       |       |       |       |       |        | 10,000 |                                     |
| TOTAL                       | 10,000                                                 |       |       |       |       |       |        | 10,000 |                                     |

|                             |                                            |       |       |       |       |       |        |       |                                    |
|-----------------------------|--------------------------------------------|-------|-------|-------|-------|-------|--------|-------|------------------------------------|
| Fund #12:                   | Local Funds - ALA Co Sales Tax (Committed) |       |       |       |       |       |        |       | Program Code                       |
| Existing Funding (\$1,000s) |                                            |       |       |       |       |       |        |       |                                    |
| Component                   | Prior                                      | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total | Funding Agency                     |
| E&P (PA&ED)                 |                                            |       |       |       |       |       |        |       | Alameda County Transportation Auth |
| PS&E                        |                                            |       |       |       |       |       |        |       |                                    |
| R/W SUP (CT)                |                                            |       |       |       |       |       |        |       |                                    |
| CON SUP (CT)                |                                            |       |       |       |       |       |        |       |                                    |
| R/W                         |                                            |       |       |       |       |       |        |       |                                    |
| CON                         |                                            |       |       |       |       |       |        |       |                                    |
| TOTAL                       |                                            |       |       |       |       |       |        |       |                                    |
| Proposed Funding (\$1,000s) |                                            |       |       |       |       |       |        |       | Notes                              |
| E&P (PA&ED)                 |                                            |       |       |       |       |       |        |       | Measure BB                         |
| 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 10/13/2025 09:29:31 |
|----------------------------------------|----------------|-------|-------|------------|--------------------------|
| District                               | County         | Route | EA    | Project ID | PPNO                     |
| 04                                     | Alameda County |       | 4W480 |            | 2355                     |

SECTION 1 - All Projects

Project Background

Updated funding plan and narrative as a part of the 2026 ITIP development process.

Programming Change Requested

Updated funding plan to accurately reflect local funding sources and amounts.

Reason for Proposed Change

Updated funding plan and narrative as a part of the 2026 ITIP development process.

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)

Updated funding plan and narrative as a part of the 2026 ITIP development process.

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                         | 07/30/2025 15:16:27 |
| 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                                                                                                                                                                                                         | 3307E | 0518000075 | 0226L        | Caltrans District 5          |                     |
| County                                                                                                                                                                                                     | Route | PM Back    | PM Ahead     | Co-Nominating Agency         |                     |
| San Luis Obispo Cou                                                                                                                                                                                        | 46    | 57.300     | 60.800       |                              |                     |
|                                                                                                                                                                                                            |       |            |              | 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 east of State Route 46/41 Intersection east to Kern County Line.

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

| Component    | Implementing Agency |
|--------------|---------------------|
| PA&ED        | Caltrans District 5 |
| PS&E         | Caltrans District 5 |
| Right of Way | Caltrans District 5 |
| Construction | Caltrans District 5 |

Legislative Districts

|           |    |         |    |                |    |
|-----------|----|---------|----|----------------|----|
| Assembly: | 33 | Senate: | 15 | Congressional: | 24 |
|-----------|----|---------|----|----------------|----|

| Project Milestone                                                   | Existing   | Proposed   |
|---------------------------------------------------------------------|------------|------------|
| Project Study Report 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 | 08/19/2026 |
| Begin Right of Way Phase                                            | 06/01/2022 | 03/20/2024 |
| End Right of Way Phase (Right of Way Certification Milestone)       | 06/05/2023 | 08/18/2026 |
| Begin Construction Phase (Contract Award Milestone)                 | 01/12/2024 | 01/05/2027 |
| End Construction Phase (Construction Contract Acceptance Milestone) | 12/18/2026 | 06/12/2030 |
| Begin Closeout Phase                                                | 12/18/2026 | 06/13/2030 |
| End Closeout Phase (Closeout Report)                                | 12/13/2028 | 02/20/2034 |

Date 07/30/2025 15:16:27

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                   | 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 | 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    | 8,000  |

Additional Information

The project achieved PA&ED under the parent project and identified the preferred alternative as the “Build Alternative”. As preliminary designs progressed, a new alignment was determined to be a better alignment than the one that was studied under the parent project’s environmental document. This required a supplemental document to be prepared along with the supplemental project report.

The Supplemental Environmental Document was signed January 2, 2024 with a corresponding Supplemental Project Report signed on February 5, 2024. Both of these documents were submitted to the CTC with approved Future Consideration of Funding at the March 2024 meeting.

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).

Parent project 05-3307E (0518000075 / PPNO 0226L) is funded for PSE and RW only. Projects 05-3307D (0523000028 / PPNO 0226M) and 05-3307F (0524000149 / PPNO 0226N) are construction only child projects.

| 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 | 46    | 3307E | 0518000075 | 0226L |

Project Title

SR 46 Expressway Conversion - Antelope Grade Segment

| Existing Total Project Cost (\$1,000s) |         |       |       |       |       |       |        |         | Implementing Agency |
|----------------------------------------|---------|-------|-------|-------|-------|-------|--------|---------|---------------------|
| Component                              | Prior   | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total   |                     |
| E&P (PA&ED)                            |         |       |       |       |       |       |        |         | Caltrans District 5 |
| PS&E                                   | 10,300  |       |       |       |       |       |        | 10,300  | Caltrans District 5 |
| R/W SUP (CT)                           | 2,541   |       |       |       |       |       |        | 2,541   | Caltrans District 5 |
| CON SUP (CT)                           | 11,900  |       |       |       |       |       |        | 11,900  | Caltrans District 5 |
| R/W                                    | 22,670  |       |       |       |       |       |        | 22,670  | Caltrans District 5 |
| CON                                    | 70,100  |       |       |       |       |       |        | 70,100  | Caltrans District 5 |
| TOTAL                                  | 117,511 |       |       |       |       |       |        | 117,511 |                     |

| Proposed Total Project Cost (\$1,000s) |        |       |       |       |       |       |        |        | Notes |
|----------------------------------------|--------|-------|-------|-------|-------|-------|--------|--------|-------|
| Component                              | Prior  | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  |       |
| E&P (PA&ED)                            |        |       |       |       |       |       |        |        |       |
| PS&E                                   | 10,300 |       |       |       |       |       |        | 10,300 |       |
| R/W SUP (CT)                           | 2,541  |       |       |       |       |       |        | 2,541  |       |
| CON SUP (CT)                           |        |       |       |       |       |       |        |        |       |
| R/W                                    | 22,670 |       |       |       |       |       |        | 22,670 |       |
| CON                                    |        |       |       |       |       |       |        |        |       |
| TOTAL                                  | 35,511 |       |       |       |       |       |        | 35,511 |       |

| Fund #1:                    | Future Need - Future Funds (Uncommitted) |       |       |       |       |       |        |        | Program Code   |
|-----------------------------|------------------------------------------|-------|-------|-------|-------|-------|--------|--------|----------------|
| Existing Funding (\$1,000s) |                                          |       |       |       |       |       |        |        | FUTURE         |
| Component                   | Prior                                    | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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 |
|-----------------------------|-------|-------|-------|-------|-------|-------|--------|-------|-------|
| Component                   | Prior | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total |       |
| E&P (PA&ED)                 |       |       |       |       |       |       |        |       |       |
| 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                                                            | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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                                                            | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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 \$19700 RW voted 03/21/24 |
| PS&E                        |                                                                  |       |       |       |       |       |        |        |                                                                                                                 |
| R/W SUP (CT)                | 2,541                                                            |       |       |       |       |       |        | 2,541  |                                                                                                                 |
| CON SUP (CT)                |                                                                  |       |       |       |       |       |        |        |                                                                                                                 |
| R/W                         | 19,700                                                           |       |       |       |       |       |        | 19,700 |                                                                                                                 |
| CON                         |                                                                  |       |       |       |       |       |        |        |                                                                                                                 |
| TOTAL                       | 22,241                                                           |       |       |       |       |       |        | 22,241 |                                                                                                                 |
| Proposed Funding (\$1,000s) |                                                                  |       |       |       |       |       |        |        | Notes                                                                                                           |
| E&P (PA&ED)                 |                                                                  |       |       |       |       |       |        |        |                                                                                                                 |
| PS&E                        |                                                                  |       |       |       |       |       |        |        |                                                                                                                 |
| R/W SUP (CT)                | 2,541                                                            |       |       |       |       |       |        | 2,541  |                                                                                                                 |
| CON SUP (CT)                |                                                                  |       |       |       |       |       |        |        |                                                                                                                 |
| R/W                         | 19,700                                                           |       |       |       |       |       |        | 19,700 |                                                                                                                 |
| CON                         |                                                                  |       |       |       |       |       |        |        |                                                                                                                 |
| TOTAL                       | 22,241                                                           |       |       |       |       |       |        | 22,241 |                                                                                                                 |

|                             |                                                              |       |       |       |       |       |        |       |                |
|-----------------------------|--------------------------------------------------------------|-------|-------|-------|-------|-------|--------|-------|----------------|
| Fund #4:                    | RSTP - STP Local (Committed)                                 |       |       |       |       |       |        |       | Program Code   |
| Existing Funding (\$1,000s) |                                                              |       |       |       |       |       |        |       | 20.30.010.810  |
| Component                   | Prior                                                        | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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                                                        | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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 |                |

|                             |                                       |       |       |       |       |       |        |       |                                    |
|-----------------------------|---------------------------------------|-------|-------|-------|-------|-------|--------|-------|------------------------------------|
| Fund #6:                    | RIP - National Hwy System (Committed) |       |       |       |       |       |        |       | Program Code                       |
| Existing Funding (\$1,000s) |                                       |       |       |       |       |       |        |       | 20.XX.075.600                      |
| Component                   | Prior                                 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total | Funding Agency                     |
| E&P (PA&ED)                 |                                       |       |       |       |       |       |        |       | San Luis Obispo Council of Governm |
| 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) |                                       |       |       |       |       |       |        |       |                                    |
| 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 07/30/2025 15:16:27 |
|----------------------------------------|------------------------|-------|-------|------------|--------------------------|
| District                               | County                 | Route | EA    | Project ID | PPNO                     |
| 05                                     | San Luis Obispo County | 46    | 3307E | 0518000075 | 0226L                    |

SECTION 1 - All Projects

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Project Background</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Parent project 05-3307E (0518000075 / PPNO 0226L) was originally a 3.9 mile project to complete the final gap in the SR46 expressway conversion between US Route 101 in Paso Robles to Interstate 5 in Lost Hills. The project completed PAED phase in 2005. PSE phase began in 2018. RW phase began in 2024. In an effort to attain TCEP Cycle 3 funding the project was split into 2 child construction projects - 05-3307D (0523000028 / PPNO 0226M), and 05-3307F (0524000149 / PPNO 0226N). Child project 05-3307D (0523000028 / PPNO 0226M) failed to a receive the TCEP Cycle 3 grant but did receive funding in the 2024 ITIP. The parent project 05-3307E (0518000075 / PPNO 0226L) project team continued to design the entire 3.9 mile project to combine the 2 child construction projects in construction. Child project 05-3307F (0524000149 / PPNO 0226N) applied for TCEP Cycle 4 grant but was not selected for funding. Child project 05-3307D (0523000028 / PPNO 0226M) will RTL in August 2026. |
| <b>Programming Change Requested</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

|                                                                                                                                                                                      |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Reason for Proposed Change</b>                                                                                                                                                    |
| The construction support and capital "future need" is being moved from 05-3307E (0518000075 / PPNO 0226L) to 05-3307F (0524000149 / PPNO 0226N).                                     |
| <b>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</b> |

|                                      |
|--------------------------------------|
| <b>Other Significant Information</b> |
|--------------------------------------|

|                                                                                                       |
|-------------------------------------------------------------------------------------------------------|
| <b>SECTION 2 - For SB1 Project Only</b>                                                               |
| Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria) |
| Not sure how this applies.                                                                            |

|                                                                                                                                                         |           |       |      |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-------|------|
| <b>Approvals</b>                                                                                                                                        |           |       |      |
| 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 |
|                                                                                                                                                         |           |       |      |

|                                 |
|---------------------------------|
| <b>SECTION 3 - All Projects</b> |
| 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                         | 09/02/2025 12:53:50 |
| 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     | 58.800       |                              |                     |
|                                                                                                                                                                                                            |       |            |              | 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 0.5 mile east of Antelope Road.

Convert 1.5 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 |
|-----------|----|---------|----|----------------|----|

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

Date 09/02/2025 12:53:50

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  |
|-------------------------|--------------------------|-------|--------|
| Drainage                | Culverts                 | LF    | 1,500  |
| Operational Improvement | Turn pockets constructed | EA    | 1      |
| Pavement (lane-miles)   | Roadway lane miles       | Miles | 3      |
| Bridge / Tunnel         | New bridges/tunnels      | SQFT  | 10,600 |
| Operational Improvement | Shoulder widening        | EA    | 4      |

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.

The subsequent environmental document was signed January 2, 2024 with a corresponding supplemental project report signed on February 5, 2024 . Both of these documents were submitted to the CTC with approved Future Consideration of Funding at the March 2024 meeting.

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 | 26-27  | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  |                     |
| E&P (PA&ED)                            |       |        |       |       |       |       |        |        | Caltrans District 5 |
| PS&E                                   |       |        |       |       |       |       |        |        | Caltrans District 5 |
| R/W SUP (CT)                           |       |        |       |       |       |       |        |        | Caltrans District 5 |
| CON SUP (CT)                           |       | 5,920  |       |       |       |       |        | 5,920  | Caltrans District 5 |
| R/W                                    |       |        |       |       |       |       |        |        | Caltrans District 5 |
| CON                                    |       | 30,000 |       |       |       |       |        | 30,000 | Caltrans District 5 |
| TOTAL                                  |       | 35,920 |       |       |       |       |        | 35,920 |                     |
| Proposed Total Project Cost (\$1,000s) |       |        |       |       |       |       |        |        | Notes               |
| E&P (PA&ED)                            |       |        |       |       |       |       |        |        |                     |
| PS&E                                   |       |        |       |       |       |       |        |        |                     |
| R/W SUP (CT)                           |       |        |       |       |       |       |        |        |                     |
| CON SUP (CT)                           |       | 7,990  |       |       |       |       |        | 7,990  |                     |
| R/W                                    |       |        |       |       |       |       |        |        |                     |
| CON                                    |       | 40,000 |       |       |       |       |        | 40,000 |                     |
| TOTAL                                  |       | 47,990 |       |       |       |       |        | 47,990 |                     |

| Fund #1:                    | IIP - National Hwy System (Committed) |        |       |       |       |       |        |        | Program Code                                                                                                                                                 |
|-----------------------------|---------------------------------------|--------|-------|-------|-------|-------|--------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             | Existing Funding (\$1,000s)           |        |       |       |       |       |        |        | 20.XX.025.700                                                                                                                                                |
| Component                   | Prior                                 | 26-27  | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                                                                                                                                               |
| E&P (PA&ED)                 |                                       |        |       |       |       |       |        |        | Caltrans HQ<br>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 |                                                                                                                                                              |
| Proposed Funding (\$1,000s) |                                       |        |       |       |       |       |        |        | Notes                                                                                                                                                        |
| E&P (PA&ED)                 |                                       |        |       |       |       |       |        |        |                                                                                                                                                              |
| PS&E                        |                                       |        |       |       |       |       |        |        |                                                                                                                                                              |
| R/W SUP (CT)                |                                       |        |       |       |       |       |        |        |                                                                                                                                                              |
| CON SUP (CT)                |                                       | 7,990  |       |       |       |       |        | 7,990  |                                                                                                                                                              |
| R/W                         |                                       |        |       |       |       |       |        |        |                                                                                                                                                              |
| CON                         |                                       | 40,000 |       |       |       |       |        | 40,000 |                                                                                                                                                              |
| TOTAL                       |                                       | 47,990 |       |       |       |       |        | 47,990 |                                                                                                                                                              |

| Complete this page for amendments only |                        |       |       |            | Date 09/02/2025 12:53:50 |
|----------------------------------------|------------------------|-------|-------|------------|--------------------------|
| District                               | County                 | Route | EA    | Project ID | PPNO                     |
| 05                                     | San Luis Obispo County | 46    | 3307D | 0523000028 | 0226M                    |

SECTION 1 - All Projects

Project Background

Parent project 05-3307E (0518000075 / PPNO 0226L) was split and programmed into two child construction projects 05-3307D (0523000028 / PPNO 0226M) and 05-3307F (0524000149 / PPNO 0226N) with the intention of applying for SB1 grant money to re-combine the project for construction. 05-3307F (0524000149 / PPNO 0226N) failed to receive SB1 funding. 05-3307D (0523000028 / PPNO 0226M) is moving forward to construction.

Programming Change Requested

Additional funds requested for construction capital and support.

Reason for Proposed Change

The original cost estimate for project 05-3307D (0523000028 / PPNO 0226M) was completed in 2022 prior to 30% constructability review. The current Engineer's Estimate at 60% constructability for the segment has been refined.

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

Approvals

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

| Name (Print or Type) | Signature | Title | Date |
|----------------------|-----------|-------|------|
|                      |           |       |      |

SECTION 3 - All Projects

Attachments

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



|                                                                                                                                                                                                            |       |            |              |                         |                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|------------|--------------|-------------------------|---------------------|
| Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO                                                                                                           |       |            |              | Date                    | 10/06/2025 10:06:39 |
| 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 District 9     |                     |
| 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           |                     |
| Jeremy Milos                                                                                                                                                                                               |       |            | 760-874-8633 | Jeremy.Milos@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 9 |
| PS&E         | Caltrans District 9 |
| Right of Way | Caltrans District 9 |
| Construction | Caltrans District 9 |

Legislative Districts

|           |    |         |    |                |    |
|-----------|----|---------|----|----------------|----|
| Assembly: | 34 | Senate: | 16 | Congressional: | 23 |
|-----------|----|---------|----|----------------|----|

| Project Milestone                                                   | Existing                  | Proposed   |
|---------------------------------------------------------------------|---------------------------|------------|
| Project Study Report Approved                                       | 06/30/2003                |            |
| Begin Environmental (PA&ED) Phase                                   |                           | 07/01/2004 |
| Circulate Draft Environmental Document                              | Document Type (ND/MND)/CE | 04/02/2007 |
| Draft Project Report                                                |                           | 04/02/2007 |
| 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                | 10/13/2032 |
| Begin Right of Way Phase                                            | 07/01/2020                | 11/10/2029 |
| End Right of Way Phase (Right of Way Certification Milestone)       | 07/01/2022                | 08/15/2032 |
| Begin Construction Phase (Contract Award Milestone)                 | 01/01/2023                | 06/12/2033 |
| End Construction Phase (Construction Contract Acceptance Milestone) | 07/01/2024                | 11/12/2034 |
| Begin Closeout Phase                                                | 12/01/2024                | 11/12/2035 |
| End Closeout Phase (Closeout Report)                                | 12/01/2027                | 11/12/2036 |

Date 10/06/2025 10:06:39

Purpose and Need

The highway constitutes the principal access into the Inyo and Mono County recreation areas. The project would improve safety by constructing a dividing the highway with a 100' median, preventing head-on collisions and providing passing opportunities and operational improvements.

Additionally, the project will provide 8' shoulders, increase climate resilience with improved drainage, and bring the roadway to current design standards. This project is the second of the three segments that will close the final 2-lane "gap" on Route 14 between Mojave and the junction with Route 395. Route 14 is an Interregional High Emphasis Focus Route and is essential to the economic of the eastern Sierra region. It is consistent with the Transportation Concept Report, the Interregional Transportation Strategic Plan, and the Kern County Regional Transportation Plan.

|                                             |                                                                     |                                 |                                                                     |                          |                                                                     |
|---------------------------------------------|---------------------------------------------------------------------|---------------------------------|---------------------------------------------------------------------|--------------------------|---------------------------------------------------------------------|
| 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 type="checkbox"/> YES <input checked="" type="checkbox"/> NO |                          |                                                                     |

Project Outputs

| Category                        | Outputs                                         | Unit  | Total |
|---------------------------------|-------------------------------------------------|-------|-------|
| Local streets and roads         | New roadway lane-miles                          | Miles | 6.2   |
| State Highway Road Construction | Pedestrian/Bicycle facilities miles constructed | Miles | 6.2   |

Date 10/06/2025 10:06:39

Additional Information

Bike/Ped is checked

This project will be included in the STIP annual report and is proposed for close-out at the June 2026 CTC meeting. It will seek ITIP funding in the 2028 ITP cycle to start over the PS&E and RW phases that were shelved in 2019.

| 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  |
|----------|-------------|-------|-------|------------|-------|
| 06       | Kern County | 14    | 45712 | 0612000197 | 8042B |

**Project Title**

Freeman Gulch Widening - Segment 2

| Existing Total Project Cost (\$1,000s) |        |       |       |       |       |       |        |        | Implementing Agency |
|----------------------------------------|--------|-------|-------|-------|-------|-------|--------|--------|---------------------|
| Component                              | Prior  | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  |                     |
| E&P (PA&ED)                            |        |       |       |       |       |       |        |        | Caltrans District 9 |
| PS&E                                   | 4,061  |       |       |       |       |       |        | 4,061  | Caltrans District 9 |
| R/W SUP (CT)                           | 1,500  |       |       |       |       |       |        | 1,500  | Caltrans District 9 |
| CON SUP (CT)                           | 8,530  |       |       |       |       |       |        | 8,530  | Caltrans District 9 |
| R/W                                    | 8,600  |       |       |       |       |       |        | 8,600  | Caltrans District 9 |
| CON                                    | 62,000 |       |       |       |       |       |        | 62,000 | Caltrans District 9 |
| TOTAL                                  | 84,691 |       |       |       |       |       |        | 84,691 |                     |

| Proposed Total Project Cost (\$1,000s) |       |       |       |       |        |       |         |         | Notes |
|----------------------------------------|-------|-------|-------|-------|--------|-------|---------|---------|-------|
| Component                              | Prior | 26-27 | 27-28 | 28-29 | 29-30  | 30-31 | 31-32+  | Total   |       |
| E&P (PA&ED)                            |       |       |       |       |        |       |         |         |       |
| PS&E                                   | 4,061 |       |       |       | 7,500  |       |         | 11,561  |       |
| R/W SUP (CT)                           |       |       |       |       | 2,500  |       |         | 2,500   |       |
| CON SUP (CT)                           |       |       |       |       |        |       | 20,901  | 20,901  |       |
| R/W                                    |       |       |       |       | 15,500 |       |         | 15,500  |       |
| CON                                    |       |       |       |       |        |       | 104,507 | 104,507 |       |
| TOTAL                                  | 4,061 |       |       |       | 25,500 |       | 125,408 | 154,969 |       |

| Fund #1:     | RIP - National Hwy System (Committed) |       |       |       |       |       |        |       | Program Code                        |
|--------------|---------------------------------------|-------|-------|-------|-------|-------|--------|-------|-------------------------------------|
|              | Existing Funding (\$1,000s)           |       |       |       |       |       |        |       | 20.XX.075.600                       |
| Component    | Prior                                 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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 |
|-----------------------------|-------|-------|-------|-------|-------|-------|--------|-------|-------|
| Component                   | Prior | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total |       |
| 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                                 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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                                 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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                                    | 26-27 | 27-28 | 28-29 | 29-30  | 30-31 | 31-32+  | 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                        |                                          |       |       |       | 7,500  |       |         | 7,500   |                             |              |
| R/W SUP (CT)                |                                          |       |       |       | 2,500  |       |         | 2,500   |                             |              |
| CON SUP (CT)                |                                          |       |       |       |        |       | 20,901  | 20,901  |                             |              |
| R/W                         |                                          |       |       |       | 15,500 |       |         | 15,500  |                             |              |
| CON                         |                                          |       |       |       |        |       | 104,507 | 104,507 |                             |              |
| TOTAL                       |                                          |       |       |       | 25,500 |       | 125,408 | 150,908 |                             |              |
| Fund #5:                    | RIP - State Cash (Committed)             |       |       |       |        |       |         |         |                             | Program Code |
| Existing Funding (\$1,000s) |                                          |       |       |       |        |       |         |         | 20.XX.075.600               |              |
| Component                   | Prior                                    | 26-27 | 27-28 | 28-29 | 29-30  | 30-31 | 31-32+  | 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   |                             |              |

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| District | County      | Route | EA    | Project ID | PPNO  |
|----------|-------------|-------|-------|------------|-------|
| 06       | Kern County | 14    | 45712 | 0612000197 | 8042B |

**SECTION 1 - All Projects**

**Project Background**

PA&ED for this project was completed under EA 06-45710. After PA&ED the project was split into three segments. Segment 1 finished construction 9/11/2018. This ePPR represents Segment 2 of the original project and is looking to program PS&E, RW, and RW Support.

**Programming Change Requested**

**Reason for Proposed Change**

This project will be included in the STIP annual report and is proposed for close-out at the June 2026 CTC meeting. It will seek ITIP funding in the 2028 ITP cycle to start over the PS&E and RW phases that were shelved in 2019.

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                                    | 09/29/2025 17:15:03 |
| 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                                                                                                                                                                                                         | 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                           |                     |
| Michael Dennison                                                                                                                                                                                           |       |            | 559-383-5175 | michael.dennison@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 |
|-----------|---|---------|----|----------------|----|

| 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 |
| Document Type (ND/MND)/FONSI                                        |            |            |
| 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)        | 07/01/2025 | 10/17/2025 |
| Begin Right of Way Phase                                            | 07/01/2021 | 07/01/2021 |
| End Right of Way Phase (Right of Way Certification Milestone)       | 08/01/2024 | 10/01/2025 |
| Begin Construction Phase (Contract Award Milestone)                 | 12/30/2025 | 05/07/2026 |
| End Construction Phase (Construction Contract Acceptance Milestone) | 04/01/2028 | 06/04/2029 |
| Begin Closeout Phase                                                | 04/03/2028 | 06/04/2029 |
| End Closeout Phase (Closeout Report)                                | 04/03/2030 | 08/04/2031 |

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

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#### 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.

| 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         | 26-27         | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total          |                     |
| E&P (PA&ED)                            | 3,000         |               |       |       |       |       |        | 3,000          | 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)                           | 4,000         | 4,000         |       |       |       |       |        | 8,000          | Caltrans District 6 |
| R/W                                    | 4,000         |               |       |       |       |       |        | 4,000          | Caltrans District 6 |
| CON                                    | 50,700        | 35,000        |       |       |       |       |        | 85,700         | Caltrans District 6 |
| <b>TOTAL</b>                           | <b>72,660</b> | <b>39,000</b> |       |       |       |       |        | <b>111,660</b> |                     |

| Proposed Total Project Cost (\$1,000s) |               |               |       |       |       |       |        |                | Notes |
|----------------------------------------|---------------|---------------|-------|-------|-------|-------|--------|----------------|-------|
| Component                              | Prior         | 26-27         | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total          |       |
| E&P (PA&ED)                            | 3,000         | 1,093         |       |       |       |       |        | 4,093          |       |
| PS&E                                   | 9,460         |               |       |       |       |       |        | 9,460          |       |
| R/W SUP (CT)                           | 1,500         |               |       |       |       |       |        | 1,500          |       |
| CON SUP (CT)                           | 4,000         | 4,000         |       |       |       |       |        | 8,000          |       |
| R/W                                    | 4,000         |               |       |       |       |       |        | 4,000          |       |
| CON                                    | 50,700        | 39,200        |       |       |       |       |        | 89,900         |       |
| <b>TOTAL</b>                           | <b>72,660</b> | <b>44,293</b> |       |       |       |       |        | <b>116,953</b> |       |

| Fund #1:     | IIP - National Hwy System (Committed) |               |       |       |       |       |        |               | Program Code   |
|--------------|---------------------------------------|---------------|-------|-------|-------|-------|--------|---------------|----------------|
|              | Existing Funding (\$1,000s)           |               |       |       |       |       |        |               | 20.XX.025.700  |
| Component    | Prior                                 | 26-27         | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total         | Funding Agency |
| E&P (PA&ED)  | 3,000                                 |               |       |       |       |       |        | 3,000         | Caltrans HQ    |
| PS&E         | 6,400                                 |               |       |       |       |       |        | 6,400         |                |
| R/W SUP (CT) |                                       |               |       |       |       |       |        |               |                |
| CON SUP (CT) |                                       | 4,000         |       |       |       |       |        | 4,000         |                |
| R/W          |                                       |               |       |       |       |       |        |               |                |
| CON          |                                       | 35,000        |       |       |       |       |        | 35,000        |                |
| <b>TOTAL</b> | <b>9,400</b>                          | <b>39,000</b> |       |       |       |       |        | <b>48,400</b> |                |

| Proposed Funding (\$1,000s) |              |               |       |       |       |       |        |               | Notes                                                                                           |
|-----------------------------|--------------|---------------|-------|-------|-------|-------|--------|---------------|-------------------------------------------------------------------------------------------------|
| Component                   | Prior        | 26-27         | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total         |                                                                                                 |
| E&P (PA&ED)                 | 3,000        | 1,093         |       |       |       |       |        | 4,093         | PA&ED increased by \$1,093,000 to cover overrun. CON increased by \$4,200,000 to cover overrun. |
| PS&E                        | 6,400        |               |       |       |       |       |        | 6,400         |                                                                                                 |
| R/W SUP (CT)                |              |               |       |       |       |       |        |               |                                                                                                 |
| CON SUP (CT)                |              | 4,000         |       |       |       |       |        | 4,000         |                                                                                                 |
| R/W                         |              |               |       |       |       |       |        |               |                                                                                                 |
| CON                         |              | 39,200        |       |       |       |       |        | 39,200        |                                                                                                 |
| <b>TOTAL</b>                | <b>9,400</b> | <b>44,293</b> |       |       |       |       |        | <b>53,693</b> |                                                                                                 |

|                             |                                                                  |       |       |       |       |       |        |       |                                          |
|-----------------------------|------------------------------------------------------------------|-------|-------|-------|-------|-------|--------|-------|------------------------------------------|
| Fund #2:                    | State Bond - State Route 99 Corridor (Committed)                 |       |       |       |       |       |        |       | Program Code                             |
| Existing Funding (\$1,000s) |                                                                  |       |       |       |       |       |        |       | 20.30.010.400                            |
| Component                   | Prior                                                            | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total | Funding Agency                           |
| E&P (PA&ED)                 |                                                                  |       |       |       |       |       |        |       | Caltrans HQ<br>\$3060 PSE voted 08/18/21 |
| PS&E                        | 3,060                                                            |       |       |       |       |       |        | 3,060 |                                          |
| 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 #3:                    | State SB1 TCEP - Trade Corridors Enhancement Account (Committed) |       |       |       |       |       |        |       | Program Code                             |
| Existing Funding (\$1,000s) |                                                                  |       |       |       |       |       |        |       | 20.XX.723.100                            |
| Component                   | Prior                                                            | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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 #4:                    | State SB1 TCEP - Trade Corridors Enhancement Account (Committed) |       |       |       |       |       |        |       | Program Code                      |
| Existing Funding (\$1,000s) |                                                                  |       |       |       |       |       |        |       | 20.XX.723.200                     |
| Component                   | Prior                                                            | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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 #5:                    | Local Funds - Local Measure (Committed)                          |       |       |       |       |       |        |       | Program Code                      |
| Existing Funding (\$1,000s) |                                                                  |       |       |       |       |       |        |       | 20.10.400.100                     |
| Component                   | Prior                                                            | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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 #6:                    | RIP - COVID Relief Funds - STIP (Committed)                  |       |       |       |       |       |        |        | Program Code                      |
| Existing Funding (\$1,000s) |                                                              |       |       |       |       |       |        |        | 20.XX.075.600                     |
| Component                   | Prior                                                        | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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 #7:                    | Other State - SHOPP-SHOPP Funds on STIP Projects (Committed) |       |       |       |       |       |        |        | Program Code                      |
| Existing Funding (\$1,000s) |                                                              |       |       |       |       |       |        |        | SHOPP                             |
| Component                   | Prior                                                        | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                    |
| 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 |                                   |
| 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 09/29/2025 17:15:03

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

**SECTION 1 - All Projects**

**Project Background**

SR 99 is one of the most heavily traveled non-interstate highways in the nation. Enhancement of this section of SR 99 is needed to improve truck freight mobility and travel time reliability, preserve acceptable facility operations, and reduce congestion. Equally important, the enhanced capacity will alleviate safety concerns due to this enormous increase in demand. This project resolves the bottleneck on this major lynchpin for goods movement.

This project improves operational efficiency on a critical goods movement corridor, providing greater travel-time reliability, throughput, and velocity while improving safety outcomes. The project increases connectivity to employment/production centers (particularly agribusiness related manufacturing and processing), education, services and other opportunities in the Fresno/Madera region, thereby supporting workforce development and the economy. By providing better access to these important venues, the SR 99 widening will contribute to community revitalization, particularly in Madera's economically underserved communities.

**Programming Change Requested**

A PCR will be processed in the 25/26 fiscal year documenting the changes in Capital costs.

**Reason for Proposed Change**

To update project cost.

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)

We will continue to refine the project estimate and explore opportunities to lower overall costs.

**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                                     | 09/29/2025 16:59:56 |
| 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                                                                                                                                                                                                         | 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                            |                     |
| Shavonne Conley                                                                                                                                                                                            |       |            | 559-383-5609 | shavonne.conley@dot.ca.gov               |                     |

Project Title

Tulare SR 99 Corridor and Paige Avenue Multimodal Interchange Enhancements

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, wide shared-use paths, and gap-closing sidewalks to expand safe, low-cost modes of transport.

| 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 |
|-----------|----|---------|----|----------------|----|

| 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                              | 03/01/2023 | 03/01/2023 |
| Draft Project Report                                                | 09/14/2023 | 09/14/2023 |
| End Environmental Phase (PA&ED Milestone)                           | 12/29/2023 | 12/29/2023 |
| Begin Design (PS&E) Phase                                           | 04/17/2024 | 04/17/2024 |
| End Design Phase (Ready to List for Advertisement Milestone)        | 06/30/2026 | 10/23/2026 |
| Begin Right of Way Phase                                            | 04/17/2024 | 04/17/2024 |
| End Right of Way Phase (Right of Way Certification Milestone)       | 06/15/2026 | 10/09/2026 |
| Begin Construction Phase (Contract Award Milestone)                 | 01/22/2027 | 05/19/2027 |
| End Construction Phase (Construction Contract Acceptance Milestone) | 10/19/2029 | 10/19/2029 |
| Begin Closeout Phase                                                | 10/19/2029 | 10/22/2029 |
| End Closeout Phase (Closeout Report)                                | 09/19/2033 | 12/19/2031 |

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**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 ☒ 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)            | Ramps and Connectors constructed                | Miles | 1     |
| Operational Improvement          | Ramp modifications                              | EA    | 4     |
| Active Transportation            | Pedestrian/Bicycle facilities miles constructed | Miles | 1.7   |
| Pavement (lane-miles)            | Roadway lane miles                              | Miles | 10.6  |
| Other                            | Sound wall miles constructed                    | Miles | 0.3   |
| Drainage                         | Culverts                                        | LF    | 3,000 |
| TMS (Traffic Management Systems) | Changeable message signs                        | EA    | 1     |
| ADA Improvements                 | New sidewalk                                    | LF    | 8,078 |
| Bridge / Tunnel                  | Modified/Reconstructed bridges/tunnels          | SQFT  | 5,300 |

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Additional Information

ADA is checked  
Bike/Ped is checked

| 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           | 490           | 8,106           | -7,616      |
|                                            | TCEP                   | Daily Vehicle Hours of Travel Time Reduction                          | Hours           | 3,428         | 11,044          | -7,616      |
|                                            | Optional               | Daily Truck Trips                                                     | # of Trips      | 12,695        | 12,695          | 0           |
|                                            | Optional               | Daily Truck Miles Traveled                                            | Miles           | 0             | 0               | 0           |
|                                            | TCEP                   | Change in Daily Truck Hours of Delay                                  | Hours           | 150           | 2,435           | -2,285      |
| Throughput (Freight)                       | TCEP                   | Change in Truck Volume                                                | # of Trucks     | 4,633,493     | 4,633,493       | 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           | 1,251,043,110 | 472,894,296     | 778,148,814 |
| 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 (CO2)                                                  | Tons            | 20,768        | 0               | 20,768      |
|                                            | LPPC, SCCP, TCEP, LPPF | Volatile Organic Compounds (VOC)                                      | Tons            | -1            | 0               | -1          |
|                                            | LPPC, SCCP, TCEP, LPPF | Sulphur Dioxides (SOx)                                                | Tons            | 0             | 0               | 0           |
|                                            | LPPC, SCCP, TCEP, LPPF | Carbon Monoxide (CO)                                                  | Tons            | -248          | 0               | -248        |
|                                            | LPPC, SCCP, TCEP, LPPF | Nitrogen Oxides (NOx)                                                 | Tons            | -78           | 0               | -78         |
| Safety                                     | Optional               | Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries | Number          | 0             | 0               | 0           |
|                                            | LPPC, SCCP, TCEP, LPPF | Number of Fatalities                                                  | Number          | 1.39          | 1.4             | -0.01       |
|                                            | LPPC, SCCP, TCEP, LPPF | Fatalities per 100 Million VMT                                        | Number          | 1.85          | 1.87            | -0.02       |
|                                            | LPPC, SCCP, TCEP, LPPF | Number of Serious Injuries                                            | Number          | 2.03          | 2               | 0.03        |

| Performance Indicators and Measures         |                        |                                                                                 |         |            |                 |        |
|---------------------------------------------|------------------------|---------------------------------------------------------------------------------|---------|------------|-----------------|--------|
| Measure                                     | Required For           | Indicator/Measure                                                               | Unit    | Build      | Future No Build | Change |
|                                             | LPPC, SCCP, TCEP, LPPF | Number of Serious Injuries per 100 Million VMT                                  | Number  | 2.7        | 2.66            | 0.04   |
| Economic Development                        | LPPC, SCCP, TCEP, LPPF | Jobs Created (Only 'Build' Required)                                            | Number  | 2,940      | 0               | 2,940  |
| Cost Effectiveness (only 'Change' required) | LPPC, SCCP, TCEP, LPPF | Cost Benefit Ratio                                                              | Ratio   | 3.4        | 0               | 3.4    |
| Truck & Vehicle Volume (Freight)            | TCEP                   | Existing Average Annual Vehicle Volume on Project Segment                       | Percent | 75         | 75              | 0      |
|                                             | TCEP                   | Existing Average Annual Truck Percent on Project Segment                        | Percent | 25         | 25              | 0      |
|                                             | TCEP                   | Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project | Number  | 13,900,478 | 13,900,478      | 0      |
|                                             | TCEP                   | Estimated Year 20 Average Annual Truck Percent on Project Segment with Project  | Number  | 4,633,493  | 4,633,493       | 0      |

| District | County        | Route | EA    | Project ID | PPNO |
|----------|---------------|-------|-------|------------|------|
| 06       | Tulare County | 99    | 48950 | 0614000040 | 6369 |

**Project Title**

Tulare SR 99 Corridor and Paige Avenue Multimodal Interchange Enhancements

| Existing Total Project Cost (\$1,000s) |        |         |       |       |       |       |        |         | Implementing Agency |
|----------------------------------------|--------|---------|-------|-------|-------|-------|--------|---------|---------------------|
| Component                              | Prior  | 26-27   | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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)                           | 5,371  |         |       |       |       |       |        | 5,371   | Caltrans District 6 |
| CON SUP (CT)                           |        | 14,000  |       |       |       |       |        | 14,000  | Caltrans District 6 |
| R/W                                    | 38,252 |         |       |       |       |       |        | 38,252  | Caltrans District 6 |
| CON                                    |        | 158,000 |       |       |       |       |        | 158,000 | Caltrans District 6 |
| TOTAL                                  | 54,143 | 172,000 |       |       |       |       |        | 226,143 |                     |

| Proposed Total Project Cost (\$1,000s) |        |         |       |       |       |       |        |         | Notes |
|----------------------------------------|--------|---------|-------|-------|-------|-------|--------|---------|-------|
| Component                              | Prior  | 26-27   | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total   |       |
| E&P (PA&ED)                            | 4,150  | 1,501   |       |       |       |       |        | 5,651   |       |
| PS&E                                   | 6,370  | 3,156   |       |       |       |       |        | 9,526   |       |
| R/W SUP (CT)                           | 5,371  |         |       |       |       |       |        | 5,371   |       |
| CON SUP (CT)                           |        | 14,000  |       |       |       |       |        | 14,000  |       |
| R/W                                    | 38,252 |         |       |       |       |       |        | 38,252  |       |
| CON                                    |        | 158,000 |       |       |       |       |        | 158,000 |       |
| TOTAL                                  | 54,143 | 176,657 |       |       |       |       |        | 230,800 |       |

| Fund #1:                    | RIP - National Hwy System (Committed) |       |       |       |       |       |        |       | Program Code                        |
|-----------------------------|---------------------------------------|-------|-------|-------|-------|-------|--------|-------|-------------------------------------|
| Existing Funding (\$1,000s) |                                       |       |       |       |       |       |        |       | 20.XX.075.600                       |
| Component                   | Prior                                 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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                                       |
|-----------------------------|-------|-------|-------|-------|-------|-------|--------|-------|---------------------------------------------|
| Component                   | Prior | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total |                                             |
| E&P (PA&ED)                 | 2,150 | 778   |       |       |       |       |        | 2,928 | PA&ED increased \$778,000 to cover overrun. |
| PS&E                        |       |       |       |       |       |       |        |       |                                             |
| R/W SUP (CT)                |       |       |       |       |       |       |        |       |                                             |
| CON SUP (CT)                |       |       |       |       |       |       |        |       |                                             |
| R/W                         |       |       |       |       |       |       |        |       |                                             |
| CON                         |       |       |       |       |       |       |        |       |                                             |
| TOTAL                       | 2,150 | 778   |       |       |       |       |        | 2,928 |                                             |

|                             |                                                  |       |       |       |       |       |        |        |                                                                                                |
|-----------------------------|--------------------------------------------------|-------|-------|-------|-------|-------|--------|--------|------------------------------------------------------------------------------------------------|
| Fund #2:                    | IIP - National Hwy System (Committed)            |       |       |       |       |       |        |        | Program Code                                                                                   |
| Existing Funding (\$1,000s) |                                                  |       |       |       |       |       |        |        | 20.XX.025.700                                                                                  |
| Component                   | Prior                                            | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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                                            | 723   |       |       |       |       |        | 2,723  | PA&ED increased by \$723,000 to cover overrun. PS&E increased by \$3,156,000 to cover overrun. |
| PS&E                        | 4,300                                            | 3,156 |       |       |       |       |        | 7,456  |                                                                                                |
| R/W SUP (CT)                |                                                  |       |       |       |       |       |        |        |                                                                                                |
| CON SUP (CT)                |                                                  |       |       |       |       |       |        |        |                                                                                                |
| R/W                         |                                                  |       |       |       |       |       |        |        |                                                                                                |
| CON                         |                                                  |       |       |       |       |       |        |        |                                                                                                |
| TOTAL                       | 6,300                                            | 3,879 |       |       |       |       |        | 10,179 |                                                                                                |
| Fund #3:                    | State Bond - State Route 99 Corridor (Committed) |       |       |       |       |       |        |        | Program Code                                                                                   |
| Existing Funding (\$1,000s) |                                                  |       |       |       |       |       |        |        | 20.XX.722.000                                                                                  |
| Component                   | Prior                                            | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                                                                                 |
| E&P (PA&ED)                 |                                                  |       |       |       |       |       |        |        | Caltrans HQ                                                                                    |
| PS&E                        | 2,070                                            |       |       |       |       |       |        | 2,070  | \$2070 PSE voted 03/21/24                                                                      |
| R/W SUP (CT)                |                                                  |       |       |       |       |       |        |        |                                                                                                |
| CON SUP (CT)                |                                                  |       |       |       |       |       |        |        |                                                                                                |
| R/W                         |                                                  |       |       |       |       |       |        |        |                                                                                                |
| CON                         |                                                  |       |       |       |       |       |        |        |                                                                                                |
| TOTAL                       | 2,070                                            |       |       |       |       |       |        | 2,070  |                                                                                                |
| Proposed Funding (\$1,000s) |                                                  |       |       |       |       |       |        |        |                                                                                                |
| 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 #4:                    | Local Funds - Local Transportation Funds - Advance Construction (Committed) |       |       |       |       |       |        |        | Program Code                        |
| Existing Funding (\$1,000s) |                                                                             |       |       |       |       |       |        |        | 20.10.400.100                       |
| Component                   | Prior                                                                       | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                      |
| E&P (PA&ED)                 |                                                                             |       |       |       |       |       |        |        | Tulare County Association of Govern |
| PS&E                        |                                                                             |       |       |       |       |       |        |        |                                     |
| R/W SUP (CT)                | 819                                                                         |       |       |       |       |       |        | 819    |                                     |
| CON SUP (CT)                |                                                                             |       |       |       |       |       |        |        |                                     |
| R/W                         | 5,835                                                                       |       |       |       |       |       |        | 5,835  |                                     |
| CON                         |                                                                             |       |       |       |       |       |        |        |                                     |
| TOTAL                       | 6,654                                                                       |       |       |       |       |       |        | 6,654  |                                     |
| 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 #5:                    | State SB1 TCEP - Trade Corridors Enhancement Account (Committed)            |       |       |       |       |       |        |        | Program Code                        |
| Existing Funding (\$1,000s) |                                                                             |       |       |       |       |       |        |        | 20.XX.723.100                       |
| Component                   | Prior                                                                       | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                      |
| E&P (PA&ED)                 |                                                                             |       |       |       |       |       |        |        | \$12967 RW voted 03/21/24           |
| 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 |                                     |
| Proposed Funding (\$1,000s) |                                                                             |       |       |       |       |       |        |        | Notes                               |
| E&P (PA&ED)                 |                                                                             |       |       |       |       |       |        |        |                                     |
| 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 #6:                    | State SB1 TCEP - Trade Corridors Enhancement Account (Committed) |        |       |       |       |       |        |        | Program Code                        |
| Existing Funding (\$1,000s) |                                                                  |        |       |       |       |       |        |        | 20.XX.723.200                       |
| Component                   | Prior                                                            | 26-27  | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                      |
| E&P (PA&ED)                 |                                                                  |        |       |       |       |       |        |        | \$19450 RW voted 03/21/24           |
| 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 |                                     |
| Proposed Funding (\$1,000s) |                                                                  |        |       |       |       |       |        |        | Notes                               |
| E&P (PA&ED)                 |                                                                  |        |       |       |       |       |        |        |                                     |
| 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 |                                     |
| Fund #7:                    | Local Funds - Local Measure (Committed)                          |        |       |       |       |       |        |        | Program Code                        |
| Existing Funding (\$1,000s) |                                                                  |        |       |       |       |       |        |        | 20.10.400.100                       |
| Component                   | Prior                                                            | 26-27  | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                      |
| E&P (PA&ED)                 |                                                                  |        |       |       |       |       |        |        | Tulare County Association of Govern |
| PS&E                        |                                                                  |        |       |       |       |       |        |        |                                     |
| R/W SUP (CT)                |                                                                  |        |       |       |       |       |        |        |                                     |
| CON SUP (CT)                |                                                                  |        |       |       |       |       |        |        |                                     |
| R/W                         |                                                                  |        |       |       |       |       |        |        |                                     |
| CON                         |                                                                  | 11,290 |       |       |       |       |        | 11,290 |                                     |
| TOTAL                       |                                                                  | 11,290 |       |       |       |       |        | 11,290 |                                     |
| Proposed Funding (\$1,000s) |                                                                  |        |       |       |       |       |        |        | Notes                               |
| E&P (PA&ED)                 |                                                                  |        |       |       |       |       |        |        |                                     |
| PS&E                        |                                                                  |        |       |       |       |       |        |        |                                     |
| R/W SUP (CT)                |                                                                  |        |       |       |       |       |        |        |                                     |
| CON SUP (CT)                |                                                                  |        |       |       |       |       |        |        |                                     |
| R/W                         |                                                                  |        |       |       |       |       |        |        |                                     |
| CON                         |                                                                  | 11,290 |       |       |       |       |        | 11,290 |                                     |
| TOTAL                       |                                                                  | 11,290 |       |       |       |       |        | 11,290 |                                     |

|                             |                                                                                |        |       |       |       |       |        |        |                                                                                                       |
|-----------------------------|--------------------------------------------------------------------------------|--------|-------|-------|-------|-------|--------|--------|-------------------------------------------------------------------------------------------------------|
| Fund #8:                    | Federal Disc. - Infrastructure For Rebuilding America (INFRA)Grant (Committed) |        |       |       |       |       |        |        | Program Code                                                                                          |
| Existing Funding (\$1,000s) |                                                                                |        |       |       |       |       |        |        | 20.XX.400.300                                                                                         |
| Component                   | Prior                                                                          | 26-27  | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                                                                                        |
| E&P (PA&ED)                 |                                                                                |        |       |       |       |       |        |        |                                                                                                       |
| PS&E                        |                                                                                |        |       |       |       |       |        |        |                                                                                                       |
| R/W SUP (CT)                |                                                                                |        |       |       |       |       |        |        |                                                                                                       |
| CON SUP (CT)                |                                                                                | 2,520  |       |       |       |       |        | 2,520  |                                                                                                       |
| R/W                         |                                                                                |        |       |       |       |       |        |        |                                                                                                       |
| CON                         |                                                                                | 95,520 |       |       |       |       |        | 95,520 |                                                                                                       |
| TOTAL                       |                                                                                | 98,040 |       |       |       |       |        | 98,040 |                                                                                                       |
| Proposed Funding (\$1,000s) |                                                                                |        |       |       |       |       |        |        | Notes                                                                                                 |
| E&P (PA&ED)                 |                                                                                |        |       |       |       |       |        |        |                                                                                                       |
| PS&E                        |                                                                                |        |       |       |       |       |        |        |                                                                                                       |
| R/W SUP (CT)                |                                                                                |        |       |       |       |       |        |        |                                                                                                       |
| CON SUP (CT)                |                                                                                | 2,520  |       |       |       |       |        | 2,520  |                                                                                                       |
| R/W                         |                                                                                |        |       |       |       |       |        |        |                                                                                                       |
| CON                         |                                                                                | 95,520 |       |       |       |       |        | 95,520 |                                                                                                       |
| TOTAL                       |                                                                                | 98,040 |       |       |       |       |        | 98,040 |                                                                                                       |
| Fund #9:                    | SB1 TCEP - Trade Corridors Enhancement Account (Committed)                     |        |       |       |       |       |        |        | Program Code                                                                                          |
| Existing Funding (\$1,000s) |                                                                                |        |       |       |       |       |        |        | 20.XX.723.100                                                                                         |
| Component                   | Prior                                                                          | 26-27  | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                                                                                        |
| E&P (PA&ED)                 |                                                                                |        |       |       |       |       |        |        | Caltrans HQ<br>State 20.xx.723.100; TCEP State Shares \$4,592 RW Sup and \$20,476 RW voted 06/26/2025 |
| PS&E                        |                                                                                |        |       |       |       |       |        |        |                                                                                                       |
| R/W SUP (CT)                |                                                                                |        |       |       |       |       |        |        |                                                                                                       |
| CON SUP (CT)                |                                                                                | 4,592  |       |       |       |       |        | 4,592  |                                                                                                       |
| R/W                         |                                                                                |        |       |       |       |       |        |        |                                                                                                       |
| CON                         |                                                                                | 20,476 |       |       |       |       |        | 20,476 |                                                                                                       |
| TOTAL                       |                                                                                | 25,068 |       |       |       |       |        | 25,068 |                                                                                                       |
| Proposed Funding (\$1,000s) |                                                                                |        |       |       |       |       |        |        | Notes                                                                                                 |
| E&P (PA&ED)                 |                                                                                |        |       |       |       |       |        |        |                                                                                                       |
| PS&E                        |                                                                                |        |       |       |       |       |        |        |                                                                                                       |
| R/W SUP (CT)                |                                                                                |        |       |       |       |       |        |        |                                                                                                       |
| CON SUP (CT)                |                                                                                | 4,592  |       |       |       |       |        | 4,592  |                                                                                                       |
| R/W                         |                                                                                |        |       |       |       |       |        |        |                                                                                                       |
| CON                         |                                                                                | 20,476 |       |       |       |       |        | 20,476 |                                                                                                       |
| TOTAL                       |                                                                                | 25,068 |       |       |       |       |        | 25,068 |                                                                                                       |

|                             |                                                            |        |       |       |       |       |        |        |                                                                                                                         |
|-----------------------------|------------------------------------------------------------|--------|-------|-------|-------|-------|--------|--------|-------------------------------------------------------------------------------------------------------------------------|
| Fund #10:                   | SB1 TCEP - Trade Corridors Enhancement Account (Committed) |        |       |       |       |       |        |        | Program Code                                                                                                            |
| Existing Funding (\$1,000s) |                                                            |        |       |       |       |       |        |        | 20.XX.723.200                                                                                                           |
| Component                   | Prior                                                      | 26-27  | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                                                                                                          |
| E&P (PA&ED)                 |                                                            |        |       |       |       |       |        |        | Caltrans HQ<br>Regional 20.xx.723.200; TCEP<br>Regional Shares \$6,888 RW Sup<br>and \$30,714 RW voted on<br>06/26/2025 |
| PS&E                        |                                                            |        |       |       |       |       |        |        |                                                                                                                         |
| R/W SUP (CT)                |                                                            |        |       |       |       |       |        |        |                                                                                                                         |
| CON SUP (CT)                |                                                            | 6,888  |       |       |       |       |        | 6,888  |                                                                                                                         |
| R/W                         |                                                            |        |       |       |       |       |        |        |                                                                                                                         |
| CON                         |                                                            | 30,714 |       |       |       |       |        | 30,714 |                                                                                                                         |
| TOTAL                       |                                                            | 37,602 |       |       |       |       |        | 37,602 |                                                                                                                         |
| Proposed Funding (\$1,000s) |                                                            |        |       |       |       |       |        |        | Notes                                                                                                                   |
| E&P (PA&ED)                 |                                                            |        |       |       |       |       |        |        |                                                                                                                         |
| PS&E                        |                                                            |        |       |       |       |       |        |        |                                                                                                                         |
| R/W SUP (CT)                |                                                            |        |       |       |       |       |        |        |                                                                                                                         |
| CON SUP (CT)                |                                                            | 6,888  |       |       |       |       |        | 6,888  |                                                                                                                         |
| R/W                         |                                                            |        |       |       |       |       |        |        |                                                                                                                         |
| CON                         |                                                            | 30,714 |       |       |       |       |        | 30,714 |                                                                                                                         |
| TOTAL                       |                                                            | 37,602 |       |       |       |       |        | 37,602 |                                                                                                                         |

**Complete this page for amendments only**

Date 09/29/2025 16:59:56

| District | County        | Route | EA    | Project ID | PPNO |
|----------|---------------|-------|-------|------------|------|
| 06       | Tulare County | 99    | 48950 | 0614000040 | 6369 |

**SECTION 1 - All Projects**

**Project Background**

Goods movements is a major component of vehicle traffic on SR 99 in the San Joaquin Valley. More specifically, agriculture accounts for a large percentage of commodity movement and truck traffic within and through Tulare County. The traffic analysis conducted by Traffic Operation Branch on August 23, 2016, and the projected traffic forecast provided by Technical Planning Branch showing the existing interchange at Paige Avenue Overcrossing will deteriorate to a Level of Service (LOS) F prior to 2047. The increases in traffic volume at Paige Avenue interchange will cause long delays and lead to excessive queuing at existing off-ramps, potentially overflowing traffic onto the freeways mainline. The project proposes to upgrade five miles of SR 99 from four lanes to six lanes. The project will upgrade the existing mainline lanes and shoulders, drainage systems, structures, and Transportation Management Systems within the project limits. The project also reconstructs the interchange ramps at Paige Avenue. Paige Avenue will see improvements including the addition of roundabouts, bicycle lanes and new sidewalks where there are currently gaps.

**Programming Change Requested**

**Reason for Proposed Change**

To update project cost.

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)

We will continue to refine the project scope of work and explore opportunities to lower support costs.

**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                                    | 10/06/2025 08:51:56 |
| 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 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. This project will improve goods movement and passenger travel along State Route 99 by median widening from 4 to 6 lanes. It will also rehab the existing travel lanes and shoulders, upgrade drainage, construct a median barrier and widen the Berenda Creek and Dry Creek bridges.

| 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 | 10/01/2024 |
| Circulate Draft Environmental Document                              | 05/01/2026 | 05/01/2026 |
| Document Type (ND/MND)/CE                                           |            |            |
| Draft Project Report                                                | 08/01/2026 | 08/01/2026 |
| End Environmental Phase (PA&ED Milestone)                           | 12/01/2026 | 04/03/2028 |
| Begin Design (PS&E) Phase                                           | 12/15/2026 | 08/01/2029 |
| End Design Phase (Ready to List for Advertisement Milestone)        | 08/07/2029 | 11/15/2031 |
| Begin Right of Way Phase                                            | 07/15/2027 | 05/15/2030 |
| End Right of Way Phase (Right of Way Certification Milestone)       | 08/01/2029 | 10/15/2031 |
| Begin Construction Phase (Contract Award Milestone)                 | 02/02/2030 | 05/15/2032 |
| End Construction Phase (Construction Contract Acceptance Milestone) | 02/17/2032 | 02/05/2034 |
| Begin Closeout Phase                                                | 12/17/2032 | 12/05/2034 |
| End Closeout Phase (Closeout Report)                                | 12/17/2033 | 11/05/2036 |

Date 10/06/2025 08:51:56

Purpose and Need

**Purpose:**  
The purpose of this project is to close the existing 6-lane gap between Avenue 17 and Avenue 21 ½ for route continuity, relieve traffic congestion, improve travel time reliability, improve traffic operations and safety, and repair and extend the service life of the existing pavement on State Route 99 within the project limits.

**Need:**  
Enhancement of this segment of State Route 99 in Madera County is needed to relieve traffic congestion, improve travel time reliability, and improve traffic operations. In recent years, increased developments have added to SR 99 traffic congestion in Madera County. In addition, State Route 99 directly north and south of the project is a 6-lane facility, while the project location (1.2 miles south of Avenue 18 1/2 to 1 mile south of Avenue 21 ½) currently exists as a 4-lane facility. This creates a gap in route continuity on State Route 99. Addressing route continuity would improve the traffic operations and safety on State Route 99. Lastly, the pavement within the project limits is distressed and needs repair. Addressing the repair of the existing pavement will decrease the exposure of Caltrans maintenance crews over time and decrease the risk to their safety.

|                                             |                                                                     |                                 |                                                                     |                          |                                                                     |
|---------------------------------------------|---------------------------------------------------------------------|---------------------------------|---------------------------------------------------------------------|--------------------------|---------------------------------------------------------------------|
| 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     |

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       | 7,758     | 13,299          | -5,541  |
|                                             | Optional               | Daily Truck Trips                              | # of Trips  | 24,381    | 24,381          | 0       |
|                                             | Optional               | Daily Truck Miles Traveled                     | Miles       | 117,028   | 121,904         | -4,876  |
| Throughput (Freight)                        | TCEP                   | Change in Truck Volume                         | # of Trucks | 3,586,300 | 3,586,300       | 0       |
| System Reliability (Freight)                | Optional               | Daily Vehicle Hours of Travel Time Reduction   | Hours       | 2,439     | 4,180           | -1,741  |
| 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 <sub>2</sub> )              | Tons        | -14,642   | 0               | -14,642 |
|                                             | LPPC, SCCP, TCEP, LPPF | Volatile Organic Compounds (VOC)               | Tons        | -1        | 0               | -1      |
|                                             | LPPC, SCCP, TCEP, LPPF | Sulphur Dioxides (SO <sub>x</sub> )            | Tons        | 0         | 0               | 0       |
|                                             | LPPC, SCCP, TCEP, LPPF | Carbon Monoxide (CO)                           | Tons        | 185       | 0               | 185     |
|                                             | LPPC, SCCP, TCEP, LPPF | Nitrogen Oxides (NO <sub>x</sub> )             | Tons        | 11        | 0               | 11      |
| Safety                                      | LPPC, SCCP, TCEP, LPPF | Number of Fatalities                           | Number      | 1.33      | 1.33            | 0       |
|                                             | LPPC, SCCP, TCEP, LPPF | Fatalities per 100 Million VMT                 | Number      | 0.69      | 0.69            | 0       |
|                                             | LPPC, SCCP, TCEP, LPPF | Number of Serious Injuries                     | Number      | 16.85     | 17              | -0.15   |
|                                             | LPPC, SCCP, TCEP, LPPF | Number of Serious Injuries per 100 Million VMT | Number      | 8.68      | 8.76            | -0.08   |
| Economic Development                        | LPPC, SCCP, TCEP, LPPF | Jobs Created (Only 'Build' Required)           | Number      | 1,823     | 0               | 1,823   |
| Cost Effectiveness (only 'Change' required) | LPPC, SCCP, TCEP, LPPF | Cost Benefit Ratio                             | Ratio       | 2.1       | 0               | 2.1     |

| District | County        | Route | EA    | Project ID | PPNO |
|----------|---------------|-------|-------|------------|------|
| 06       | Madera County | 99    | 0Y360 | 0619000052 | 7004 |

**Project Title**

North Madera 6 Lane

| Existing Total Project Cost (\$1,000s) |              |       |               |       |                |       |        |                | Implementing Agency |
|----------------------------------------|--------------|-------|---------------|-------|----------------|-------|--------|----------------|---------------------|
| Component                              | Prior        | 26-27 | 27-28         | 28-29 | 29-30          | 30-31 | 31-32+ | Total          |                     |
| E&P (PA&ED)                            | 4,300        |       |               |       |                |       |        | 4,300          | Caltrans District 6 |
| PS&E                                   |              |       | 8,400         |       |                |       |        | 8,400          | Caltrans District 6 |
| R/W SUP (CT)                           |              |       | 3,000         |       |                |       |        | 3,000          | Caltrans District 6 |
| CON SUP (CT)                           |              |       |               |       | 6,600          |       |        | 6,600          | Caltrans District 6 |
| R/W                                    |              |       | 16,800        |       |                |       |        | 16,800         | Caltrans District 6 |
| CON                                    |              |       |               |       | 187,000        |       |        | 187,000        | Caltrans District 6 |
| <b>TOTAL</b>                           | <b>4,300</b> |       | <b>28,200</b> |       | <b>193,600</b> |       |        | <b>226,100</b> |                     |

| Proposed Total Project Cost (\$1,000s) |              |            |       |       |               |       |                |                | Notes |
|----------------------------------------|--------------|------------|-------|-------|---------------|-------|----------------|----------------|-------|
| Component                              | Prior        | 26-27      | 27-28 | 28-29 | 29-30         | 30-31 | 31-32+         | Total          |       |
| E&P (PA&ED)                            | 4,300        | 600        |       |       |               |       |                | 4,900          |       |
| PS&E                                   |              |            |       |       | 9,500         |       |                | 9,500          |       |
| R/W SUP (CT)                           |              |            |       |       | 800           |       |                | 800            |       |
| CON SUP (CT)                           |              |            |       |       |               |       | 15,800         | 15,800         |       |
| R/W                                    |              |            |       |       | 7,000         |       |                | 7,000          |       |
| CON                                    |              |            |       |       |               |       | 143,000        | 143,000        |       |
| <b>TOTAL</b>                           | <b>4,300</b> | <b>600</b> |       |       | <b>17,300</b> |       | <b>158,800</b> | <b>181,000</b> |       |

|          |                                       |              |
|----------|---------------------------------------|--------------|
| Fund #1: | IIP - National Hwy System (Committed) | Program Code |
|----------|---------------------------------------|--------------|

| Existing Funding (\$1,000s) |              |       |       |       |       |       |        |              | Funding Agency |
|-----------------------------|--------------|-------|-------|-------|-------|-------|--------|--------------|----------------|
| Component                   | Prior        | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total        |                |
| E&P (PA&ED)                 | 4,300        |       |       |       |       |       |        | 4,300        | Caltrans HQ    |
| PS&E                        |              |       |       |       |       |       |        |              |                |
| R/W SUP (CT)                |              |       |       |       |       |       |        |              |                |
| CON SUP (CT)                |              |       |       |       |       |       |        |              |                |
| R/W                         |              |       |       |       |       |       |        |              |                |
| CON                         |              |       |       |       |       |       |        |              |                |
| <b>TOTAL</b>                | <b>4,300</b> |       |       |       |       |       |        | <b>4,300</b> |                |

| Proposed Funding (\$1,000s) |              |            |       |       |               |       |        |               | Notes |
|-----------------------------|--------------|------------|-------|-------|---------------|-------|--------|---------------|-------|
| Component                   | Prior        | 26-27      | 27-28 | 28-29 | 29-30         | 30-31 | 31-32+ | Total         |       |
| E&P (PA&ED)                 | 4,300        | 600        |       |       |               |       |        | 4,900         |       |
| PS&E                        |              |            |       |       | 9,500         |       |        | 9,500         |       |
| R/W SUP (CT)                |              |            |       |       | 800           |       |        | 800           |       |
| CON SUP (CT)                |              |            |       |       |               |       |        |               |       |
| R/W                         |              |            |       |       | 7,000         |       |        | 7,000         |       |
| CON                         |              |            |       |       |               |       |        |               |       |
| <b>TOTAL</b>                | <b>4,300</b> | <b>600</b> |       |       | <b>17,300</b> |       |        | <b>22,200</b> |       |

| Fund #2:                    | Future Need - Future Funds (Uncommitted) |       |        |       |         |       |         |         | Program Code   |
|-----------------------------|------------------------------------------|-------|--------|-------|---------|-------|---------|---------|----------------|
| Existing Funding (\$1,000s) |                                          |       |        |       |         |       |         |         | FUTURE         |
| Component                   | Prior                                    | 26-27 | 27-28  | 28-29 | 29-30   | 30-31 | 31-32+  | Total   | Funding Agency |
| 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 |                |
| Proposed Funding (\$1,000s) |                                          |       |        |       |         |       |         |         | Notes          |
| E&P (PA&ED)                 |                                          |       |        |       |         |       |         |         |                |
| PS&E                        |                                          |       |        |       |         |       |         |         |                |
| R/W SUP (CT)                |                                          |       |        |       |         |       |         |         |                |
| CON SUP (CT)                |                                          |       |        |       |         |       | 15,800  | 15,800  |                |
| R/W                         |                                          |       |        |       |         |       |         |         |                |
| CON                         |                                          |       |        |       |         |       | 143,000 | 143,000 |                |
| TOTAL                       |                                          |       |        |       |         |       | 158,800 | 158,800 |                |

| Complete this page for amendments only |               |       |       |            | Date 10/06/2025 08:51:56 |
|----------------------------------------|---------------|-------|-------|------------|--------------------------|
| District                               | County        | Route | EA    | Project ID | PPNO                     |
| 06                                     | Madera County | 99    | 0Y360 | 0619000052 | 7004                     |

SECTION 1 - All Projects

Project Background

This segment of State Route 99 is essential to the economy of San Joaquin Valley and is a critical to the agricultural and commercial transportation in this region. SR 99 is also used by interregional travelers and commuters in Madera and Fresno. The 2017 AADT ranges from 68,000 to 69,000. The 2017 daily percentage of truck traffic within the project limits ranges from 17% to 22%. The SR 99 is part of the National Highway System as a STRAHNET and a STAA truck route serving San Joaquin Valley. This project extends from PM 15.1 to PM 19.9 and within this segment SR 99 is a 4-lane divided freeway with a variable median, in mostly flat terrain. The existing median varies from 103 feet to 45 feet with 2 feet to 8 feet inside shoulders and 8 feet to 10 feet outside shoulders. The lane width is 12 feet of PCC/AC pavements. The posted speed limit within this segment is 70 mph. There are two bridges with composite concrete decks spanning two creeks; Dry Creek and Berenda Creek. In addition to the above bridges, there are two overcrossing bridges on Ave 18 ½ and Ave 20 which would remain in place, in this project. The SR 99 has already a wide enough median to accommodate the ultimate 8 lanes, under both Ave 18 /2 overcrossing and Ave 20 overcrossing, and the vertical clearance meets the current design standard, as well.

Programming Change Requested

A PCR will be processed in the 25/26 fiscal year documenting the changes in Support and Capital costs.

Reason for Proposed Change

To update project cost and add potential SHOPP Future Funds.

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

We will continue to refine the project estimate and explore opportunities to lower overall costs. The SHOPP program is preparing a 2028 pavement rehabilitation project within the same limits, and the current plan is to combine both projects at the time of construction allocation.

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           | 10/03/2025 09:22:06 |
| 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

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

In and near the cities of Tustin, Orange, Santa Ana, Anaheim, Fullerton, and Buena Park, from Red Hill Avenue to the Los Angeles County line. Upgrade High Occupancy Vehicle (HOV) lanes to express lanes, upgrade signs and median barrier, install pavement delineation, replace signs, relocate retaining wall and sound walls, and implement Toll System. This is a Progressive Design-Build (PD-B) project.

| 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 |
|-----------|----------|---------|-------------|----------------|----------|

| 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                              | 06/05/2023 | 05/31/2023 |
| Document Type EIR/FONSI                                             |            |            |
| Draft Project Report                                                | 05/31/2023 | 06/05/2023 |
| End Environmental Phase (PA&ED Milestone)                           | 04/01/2024 | 12/31/2025 |
| Begin Design (PS&E) Phase                                           | 04/01/2024 | 12/31/2025 |
| End Design Phase (Ready to List for Advertisement Milestone)        | 03/20/2026 | 10/11/2027 |
| Begin Right of Way Phase                                            | 04/01/2024 | 12/31/2025 |
| End Right of Way Phase (Right of Way Certification Milestone)       | 08/01/2025 | 07/07/2027 |
| Begin Construction Phase (Contract Award Milestone)                 | 07/02/2026 | 12/10/2027 |
| End Construction Phase (Construction Contract Acceptance Milestone) | 10/01/2029 | 09/27/2033 |
| Begin Closeout Phase                                                | 12/01/2030 | 07/02/2035 |
| End Closeout Phase (Closeout Report)                                | 12/01/2031 | 07/01/2036 |

Date 10/03/2025 09:22:06

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                            | <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 |
| Pavement (lane-miles) | HOV/HOT mainline constructed | Miles | 54    |

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.

This Project is the Department's first sponsored and implemented price-managed lanes project. There is an increased complexity of the environmental document, which requires a more involved and lengthy development. The recommended preferred alternative requires Vehicles Miles Travelled mitigation, which the department is conducting the needed analysis and requiring additional time. Therefore, the PAED phase is taking longer than expected. The delay in the PAED phase pushes the project delivery schedule further, resulting in an increase in the project's construction cost. The proposed project cost is escalated using the recommended 3.8% escalation rate to midyear construction.

| 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 (CO <sub>2</sub> )      | 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 (NO <sub>x</sub> )     | 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

| Existing Total Project Cost (\$1,000s) |               |       |                |       |       |       |        |                | Implementing Agency  |
|----------------------------------------|---------------|-------|----------------|-------|-------|-------|--------|----------------|----------------------|
| Component                              | Prior         | 26-27 | 27-28          | 28-29 | 29-30 | 30-31 | 31-32+ | Total          |                      |
| E&P (PA&ED)                            | 15,000        |       |                |       |       |       |        | 15,000         | Caltrans District 12 |
| PS&E                                   | 31,500        |       |                |       |       |       |        | 31,500         | Caltrans District 12 |
| R/W SUP (CT)                           | 300           |       |                |       |       |       |        | 300            | Caltrans District 12 |
| CON SUP (CT)                           |               |       | 67,000         |       |       |       |        | 67,000         | Caltrans District 12 |
| R/W                                    | 4,604         |       |                |       |       |       |        | 4,604          | Caltrans District 12 |
| CON                                    |               |       | 333,000        |       |       |       |        | 333,000        | Caltrans District 12 |
| <b>TOTAL</b>                           | <b>51,404</b> |       | <b>400,000</b> |       |       |       |        | <b>451,404</b> |                      |

| Proposed Total Project Cost (\$1,000s) |               |       |                |       |       |       |        |                | Notes |
|----------------------------------------|---------------|-------|----------------|-------|-------|-------|--------|----------------|-------|
| Component                              | Prior         | 26-27 | 27-28          | 28-29 | 29-30 | 30-31 | 31-32+ | Total          |       |
| E&P (PA&ED)                            | 15,000        |       |                |       |       |       |        | 15,000         |       |
| PS&E                                   | 31,500        |       |                |       |       |       |        | 31,500         |       |
| R/W SUP (CT)                           | 300           |       |                |       |       |       |        | 300            |       |
| CON SUP (CT)                           |               |       | 48,000         |       |       |       |        | 48,000         |       |
| R/W                                    | 4,604         |       |                |       |       |       |        | 4,604          |       |
| CON                                    |               |       | 358,000        |       |       |       |        | 358,000        |       |
| <b>TOTAL</b>                           | <b>51,404</b> |       | <b>406,000</b> |       |       |       |        | <b>457,404</b> |       |

| Fund #1:                    | Other State - National Hwy System (Committed) |       |       |       |       |       |        |        | Program Code   |
|-----------------------------|-----------------------------------------------|-------|-------|-------|-------|-------|--------|--------|----------------|
| Existing Funding (\$1,000s) |                                               |       |       |       |       |       |        |        | SHOPP          |
| Component                   | Prior                                         | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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 |
|-----------------------------|---------------|-------|-------|-------|-------|-------|--------|---------------|-------|
| Component                   | Prior         | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total         |       |
| E&P (PA&ED)                 | 12,800        |       |       |       |       |       |        | 12,800        |       |
| PS&E                        |               |       |       |       |       |       |        |               |       |
| R/W SUP (CT)                |               |       |       |       |       |       |        |               |       |
| CON SUP (CT)                |               |       |       |       |       |       |        |               |       |
| R/W                         |               |       |       |       |       |       |        |               |       |
| CON                         |               |       |       |       |       |       |        |               |       |
| <b>TOTAL</b>                | <b>12,800</b> |       |       |       |       |       |        | <b>12,800</b> |       |

|                             |                                             |       |        |       |       |       |        |        |                                                                                                                                                                                                        |
|-----------------------------|---------------------------------------------|-------|--------|-------|-------|-------|--------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Fund #2:                    | IIP - National Hwy System (Committed)       |       |        |       |       |       |        |        | Program Code                                                                                                                                                                                           |
| Existing Funding (\$1,000s) |                                             |       |        |       |       |       |        |        | 20.XX.025.700                                                                                                                                                                                          |
| Component                   | Prior                                       | 26-27 | 27-28  | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                                                                                                                                                                                         |
| E&P (PA&ED)                 |                                             |       |        |       |       |       |        |        | Caltrans HQ<br>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)                |                                             |       | 14,000 |       |       |       |        | 14,000 |                                                                                                                                                                                                        |
| R/W                         | 300                                         |       |        |       |       |       |        | 300    |                                                                                                                                                                                                        |
| CON                         |                                             |       | 34,000 |       |       |       |        | 34,000 |                                                                                                                                                                                                        |
| TOTAL                       | 600                                         |       | 48,000 |       |       |       |        | 48,600 |                                                                                                                                                                                                        |
| Proposed Funding (\$1,000s) |                                             |       |        |       |       |       |        |        | Notes                                                                                                                                                                                                  |
| E&P (PA&ED)                 |                                             |       |        |       |       |       |        |        | We bifurcate the project cost between operational improvements and capacity addition scope. The increase STIP needs are calculated based on the fair share contribution split of the tolling features. |
| PS&E                        |                                             |       |        |       |       |       |        |        |                                                                                                                                                                                                        |
| R/W SUP (CT)                | 300                                         |       |        |       |       |       |        | 300    |                                                                                                                                                                                                        |
| CON SUP (CT)                |                                             |       | 10,000 |       |       |       |        | 10,000 |                                                                                                                                                                                                        |
| R/W                         | 300                                         |       |        |       |       |       |        | 300    |                                                                                                                                                                                                        |
| CON                         |                                             |       | 69,000 |       |       |       |        | 69,000 |                                                                                                                                                                                                        |
| TOTAL                       | 600                                         |       | 79,000 |       |       |       |        | 79,600 |                                                                                                                                                                                                        |
| Fund #3:                    | IIP - COVID Relief Funds - STIP (Committed) |       |        |       |       |       |        |        | Program Code                                                                                                                                                                                           |
| Existing Funding (\$1,000s) |                                             |       |        |       |       |       |        |        | 20.XX.025.700                                                                                                                                                                                          |
| Component                   | Prior                                       | 26-27 | 27-28  | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                                                                                                                                                                                         |
| E&P (PA&ED)                 | 2,200                                       |       |        |       |       |       |        | 2,200  | Caltrans HQ<br>PDB delivery method advances an upfront cost of \$18M for the pre-construction (PS&E) phase, which could impact the 2026 ITIP.                                                          |
| 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  | Additional funds for PD-B preliminary design (PS&E) phase will be funded by the Carbon Reduction Program (CRP). See Fund #5.                                                                           |
| 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 |                                                                                                                                                                                                        |

|                             |                                               |       |         |       |       |       |        |         |                                                                                     |
|-----------------------------|-----------------------------------------------|-------|---------|-------|-------|-------|--------|---------|-------------------------------------------------------------------------------------|
| Fund #4:                    | Future Need - Future Funds (Uncommitted)      |       |         |       |       |       |        |         | Program Code                                                                        |
| Existing Funding (\$1,000s) |                                               |       |         |       |       |       |        |         | FUTURE                                                                              |
| Component                   | Prior                                         | 26-27 | 27-28   | 28-29 | 29-30 | 30-31 | 31-32+ | Total   | Funding Agency                                                                      |
| E&P (PA&ED)                 |                                               |       |         |       |       |       |        |         |                                                                                     |
| 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 |                                                                                     |
| Proposed Funding (\$1,000s) |                                               |       |         |       |       |       |        |         | Notes                                                                               |
| E&P (PA&ED)                 |                                               |       |         |       |       |       |        |         | The funding does not apply to the project anymore and has been replaced by Fund #6. |
| PS&E                        |                                               |       |         |       |       |       |        |         |                                                                                     |
| R/W SUP (CT)                |                                               |       |         |       |       |       |        |         |                                                                                     |
| CON SUP (CT)                |                                               |       |         |       |       |       |        |         |                                                                                     |
| R/W                         |                                               |       |         |       |       |       |        |         |                                                                                     |
| CON                         |                                               |       |         |       |       |       |        |         |                                                                                     |
| TOTAL                       |                                               |       |         |       |       |       |        |         |                                                                                     |
| Fund #5:                    | Other State - National Hwy System (Committed) |       |         |       |       |       |        |         | Program Code                                                                        |
| Existing Funding (\$1,000s) |                                               |       |         |       |       |       |        |         | SHOPP                                                                               |
| Component                   | Prior                                         | 26-27 | 27-28   | 28-29 | 29-30 | 30-31 | 31-32+ | Total   | Funding Agency                                                                      |
| E&P (PA&ED)                 |                                               |       |         |       |       |       |        |         | Caltrans HQ                                                                         |
| PS&E                        | 19,000                                        |       |         |       |       |       |        | 19,000  |                                                                                     |
| R/W SUP (CT)                |                                               |       |         |       |       |       |        |         |                                                                                     |
| CON SUP (CT)                |                                               |       |         |       |       |       |        |         |                                                                                     |
| R/W                         |                                               |       |         |       |       |       |        |         |                                                                                     |
| CON                         |                                               |       |         |       |       |       |        |         |                                                                                     |
| TOTAL                       | 19,000                                        |       |         |       |       |       |        | 19,000  |                                                                                     |
| Proposed Funding (\$1,000s) |                                               |       |         |       |       |       |        |         |                                                                                     |
| E&P (PA&ED)                 |                                               |       |         |       |       |       |        |         | These funds are from the Carbon Reduction Program.                                  |
| PS&E                        | 19,000                                        |       |         |       |       |       |        | 19,000  |                                                                                     |
| R/W SUP (CT)                |                                               |       |         |       |       |       |        |         |                                                                                     |
| CON SUP (CT)                |                                               |       | 14,000  |       |       |       |        | 14,000  |                                                                                     |
| R/W                         |                                               |       |         |       |       |       |        |         |                                                                                     |
| CON                         |                                               |       | 52,000  |       |       |       |        | 52,000  |                                                                                     |
| TOTAL                       | 19,000                                        |       | 66,000  |       |       |       |        | 85,000  |                                                                                     |

|                             |                                                                   |       |         |       |       |       |        |         |                                        |
|-----------------------------|-------------------------------------------------------------------|-------|---------|-------|-------|-------|--------|---------|----------------------------------------|
| Fund #6:                    | Other State - SHOPP as Toll Revenue Backed Obligation (Committed) |       |         |       |       |       |        |         | Program Code                           |
| Existing Funding (\$1,000s) |                                                                   |       |         |       |       |       |        |         |                                        |
| Component                   | Prior                                                             | 26-27 | 27-28   | 28-29 | 29-30 | 30-31 | 31-32+ | 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)                 |                                                                   |       |         |       |       |       |        |         | SHOPP funds to be paid by Toll Revenue |
| PS&E                        |                                                                   |       |         |       |       |       |        |         |                                        |
| R/W SUP (CT)                |                                                                   |       |         |       |       |       |        |         |                                        |
| CON SUP (CT)                |                                                                   |       | 14,000  |       |       |       |        | 14,000  |                                        |
| R/W                         |                                                                   |       |         |       |       |       |        |         |                                        |
| CON                         |                                                                   |       | 157,000 |       |       |       |        | 157,000 |                                        |
| TOTAL                       |                                                                   |       | 171,000 |       |       |       |        | 171,000 |                                        |
| Fund #7:                    | Future Need - SB-1 SCCP Cycle 5 (Uncommitted)                     |       |         |       |       |       |        |         | Program Code                           |
| Existing Funding (\$1,000s) |                                                                   |       |         |       |       |       |        |         |                                        |
| Component                   | Prior                                                             | 26-27 | 27-28   | 28-29 | 29-30 | 30-31 | 31-32+ | 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)                 |                                                                   |       |         |       |       |       |        |         | Seeking SB-1 SCCP Cycle 5              |
| PS&E                        |                                                                   |       |         |       |       |       |        |         |                                        |
| R/W SUP (CT)                |                                                                   |       |         |       |       |       |        |         |                                        |
| CON SUP (CT)                |                                                                   |       | 10,000  |       |       |       |        | 10,000  |                                        |
| R/W                         |                                                                   |       |         |       |       |       |        |         |                                        |
| CON                         |                                                                   |       | 80,000  |       |       |       |        | 80,000  |                                        |
| TOTAL                       |                                                                   |       | 90,000  |       |       |       |        | 90,000  |                                        |

**Complete this page for amendments only**

Date 10/03/2025 09:22:06

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

**SECTION 1 - All Projects**

**Project Background**

Interstate 5 serves as a vital interregional link between major Southern California cities and Mexico, facilitating commuting, commerce, tourism, and recreation. The Project will improve the overall movement of passenger and freight vehicles. The Project will manage congestion through pricing, resulting in improved safety, travel time reliability, and accessibility. Additionally, the project promotes ridesharing, carpooling, and enhances transit options.

The Project's recommended preferred alternative includes converting existing High Occupancy Vehicle (HOV) lanes to High Occupancy/Toll (HOT) Lanes and adding a second HOT Lane for a portion of the project.

**Programming Change Requested**

The change is to request an additional \$31 million in ITIP funding to the currently programmed \$48 million in the same programming year. The Project's full funding profile will include SB-1 SCCP Cycle 5 and SHOPP with repayment.

**Reason for Proposed Change**

The scope of the recommended preferred alternative consists of operational improvements and capacity addition. The proposed funding plan has been updated to reflect the appropriate cost split between the operational improvements scope and the capacity addition scope. The capacity addition scope is to be funded by ITIP.

The cost escalation is due to the schedule delay in approving the Environmental Document related to Vehicle Miles Traveled (VMT) mitigation measures. The proposed project cost is escalated using the recommended 3.8% escalation rate to midyear construction.

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

The delay in approving the Environmental Document is planned to be contained, so the programming year does not change.

**Other Significant Information**

I-5 Managed Lanes project is Caltrans' first sponsored and implemented tolling project. The project requires procuring a civil contractor and a toll system provider, which includes roadside toll collection system, back-office, customer service center, and traffic operation center. The project cost includes the cost of toll system integration.

The project will implement the Progressive Design-Build (PDB) innovative delivery method.

**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                                                     | 10/07/2025 15:47:53 |
| 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                                                                                                                                                                                                         |       |            | 9887         | Los Angeles-San Diego-San Luis Obispo Rail Corridor Agen |                     |
| County                                                                                                                                                                                                     | Route | PM Back    | PM Ahead     | Co-Nominating Agency                                     |                     |
| Ventura County                                                                                                                                                                                             | LOS   | 405.430    | 409.160      |                                                          |                     |
|                                                                                                                                                                                                            |       |            |              | MPO                                                      | Element             |
|                                                                                                                                                                                                            |       |            |              | SCAG                                                     | Rail                |
| Project Manager/Contact                                                                                                                                                                                    |       |            | Phone        | Email Address                                            |                     |
| Russ Henry                                                                                                                                                                                                 |       |            | 714-560-5990 | rhenry@octa.net                                          |                     |

**Project Title**

Leesdale Passing Siding

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

This project is to upgrade, power, and extend the existing 3,330-ft siding to the west 3.3 miles to accommodate freight trains and eliminate the need for passenger trains to wait as much as 10 minutes on a regular basis at the Oxnard station, in Oxnard, California. This will also serve future needs to expand the Oxnard station to two platforms. This siding extension is needed to expand service, improve reliability, and reduce travel time. This will result in increased ridership and a reduction in Greenhouse Gas (GHG) emissions. District 7 – Ventura County – UPRR Santa Barbara Subdivision Begin Post Mile/End Post Mile MP 405.17 / MP 409.16 1.3 miles east of the Oxnard Train Station and 0.2 miles east of Rose Ave to Wood Road – 3.3 miles total.

| 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: | 37,44 | Senate: | 19 | Congressional: | 26 |
|-----------|-------|---------|----|----------------|----|

| Project Milestone                                                   | Existing   | Proposed   |
|---------------------------------------------------------------------|------------|------------|
| Project Study Report Approved                                       | 09/23/2021 |            |
| Begin Environmental (PA&ED) Phase                                   | 08/01/2022 | 08/01/2022 |
| Circulate Draft Environmental Document                              | 05/01/2023 | 05/01/2023 |
| Document Type CE/CE                                                 |            |            |
| Draft Project Report                                                | 09/01/2023 | 09/01/2023 |
| End Environmental Phase (PA&ED Milestone)                           | 10/01/2023 | 10/01/2023 |
| Begin Design (PS&E) Phase                                           | 12/01/2023 | 12/01/2023 |
| End Design Phase (Ready to List for Advertisement Milestone)        | 12/01/2024 | 12/01/2026 |
| Begin Right of Way Phase                                            | 03/01/2024 | 03/01/2026 |
| End Right of Way Phase (Right of Way Certification Milestone)       | 10/01/2024 | 10/01/2026 |
| Begin Construction Phase (Contract Award Milestone)                 | 03/01/2025 | 02/01/2027 |
| End Construction Phase (Construction Contract Acceptance Milestone) | 02/01/2027 | 06/30/2029 |
| Begin Closeout Phase                                                | 03/01/2027 | 07/01/2029 |
| End Closeout Phase (Closeout Report)                                | 03/01/2028 | 02/28/2030 |

Date 10/07/2025 15:47:53

Purpose and Need

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

|                                             |                                                                     |                                 |                                                                     |                          |                                                                     |
|---------------------------------------------|---------------------------------------------------------------------|---------------------------------|---------------------------------------------------------------------|--------------------------|---------------------------------------------------------------------|
| NHS Improvements                            | <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 |
|-------------------|-----------------------------------------------|-------|-------|
| Drainage          | Culverts                                      | LF    | 300   |
| Rail/ Multi-Modal | Miles of new track                            | Miles | 3.3   |
| Rail/ Multi-Modal | Grade separations/ rail crossing improvemnets | EA    | 5     |

Date 10/07/2025 15:47:53

### Additional Information

| 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         |
|                                             | TCEP                   | Change in Daily Vehicle Hours of Delay                                          | Hours            | 0         | 0.2             | -0.2      |
| 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"      | 94        | 90              | 4         |
| 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 | LOS   |    |            | 9887 |

**Project Title**

Leesdale Passing Siding

| Existing Total Project Cost (\$1,000s) |        |       |       |       |       |       |        |        | Implementing Agency                   |
|----------------------------------------|--------|-------|-------|-------|-------|-------|--------|--------|---------------------------------------|
| Component                              | Prior  | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  |                                       |
| E&P (PA&ED)                            |        |       |       |       |       |       |        |        | Los Angeles-San Diego-San Luis Obispo |
| PS&E                                   | 3,500  |       |       |       |       |       |        | 3,500  | 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                                    | 66,000 |       |       |       |       |       |        | 66,000 | Los Angeles-San Diego-San Luis Obispo |
| TOTAL                                  | 69,500 |       |       |       |       |       |        | 69,500 |                                       |

| Proposed Total Project Cost (\$1,000s) |        |  |  |  |  |  |  |        | Notes |
|----------------------------------------|--------|--|--|--|--|--|--|--------|-------|
| E&P (PA&ED)                            |        |  |  |  |  |  |  |        |       |
| PS&E                                   | 3,500  |  |  |  |  |  |  | 3,500  |       |
| R/W SUP (CT)                           |        |  |  |  |  |  |  |        |       |
| CON SUP (CT)                           |        |  |  |  |  |  |  |        |       |
| R/W                                    |        |  |  |  |  |  |  |        |       |
| CON                                    | 66,000 |  |  |  |  |  |  | 66,000 |       |
| TOTAL                                  | 69,500 |  |  |  |  |  |  | 69,500 |       |

| Fund #1:     | Other State - STA Transit Assist (Committed) |       |       |       |       |       |        |       | Program Code   |
|--------------|----------------------------------------------|-------|-------|-------|-------|-------|--------|-------|----------------|
|              | Existing Funding (\$1,000s)                  |       |       |       |       |       |        |       | 20.30.207.811  |
| Component    | Prior                                        | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total | Funding Agency |
| E&P (PA&ED)  |                                              |       |       |       |       |       |        |       |                |
| PS&E         | 3,500                                        |       |       |       |       |       |        | 3,500 |                |
| R/W SUP (CT) |                                              |       |       |       |       |       |        |       |                |
| CON SUP (CT) |                                              |       |       |       |       |       |        |       |                |
| R/W          |                                              |       |       |       |       |       |        |       |                |
| CON          | 2,500                                        |       |       |       |       |       |        | 2,500 |                |
| TOTAL        | 6,000                                        |       |       |       |       |       |        | 6,000 |                |

| Proposed Funding (\$1,000s) |       |  |  |  |  |  |  |       | Notes |
|-----------------------------|-------|--|--|--|--|--|--|-------|-------|
| E&P (PA&ED)                 |       |  |  |  |  |  |  |       |       |
| PS&E                        | 3,500 |  |  |  |  |  |  | 3,500 |       |
| R/W SUP (CT)                |       |  |  |  |  |  |  |       |       |
| CON SUP (CT)                |       |  |  |  |  |  |  |       |       |
| R/W                         |       |  |  |  |  |  |  |       |       |
| CON                         | 2,500 |  |  |  |  |  |  | 2,500 |       |
| TOTAL                       | 6,000 |  |  |  |  |  |  | 6,000 |       |

|                             |                                                                       |       |       |       |       |       |        |        |                                                                    |
|-----------------------------|-----------------------------------------------------------------------|-------|-------|-------|-------|-------|--------|--------|--------------------------------------------------------------------|
| Fund #2:                    | IIP - National Hwy System (Committed)                                 |       |       |       |       |       |        |        | Program Code                                                       |
| Existing Funding (\$1,000s) |                                                                       |       |       |       |       |       |        |        | 30.20.020.720                                                      |
| Component                   | Prior                                                                 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                                                     |
| E&P (PA&ED)                 |                                                                       |       |       |       |       |       |        |        | Caltrans HQ<br>\$20000 CON EXT. TO 02/28/27                        |
| PS&E                        |                                                                       |       |       |       |       |       |        |        |                                                                    |
| R/W SUP (CT)                |                                                                       |       |       |       |       |       |        |        |                                                                    |
| CON SUP (CT)                |                                                                       |       |       |       |       |       |        |        |                                                                    |
| R/W                         |                                                                       |       |       |       |       |       |        |        |                                                                    |
| CON                         | 20,000                                                                |       |       |       |       |       |        | 20,000 |                                                                    |
| TOTAL                       | 20,000                                                                |       |       |       |       |       |        | 20,000 |                                                                    |
| Proposed Funding (\$1,000s) |                                                                       |       |       |       |       |       |        |        | Notes                                                              |
| E&P (PA&ED)                 |                                                                       |       |       |       |       |       |        |        |                                                                    |
| PS&E                        |                                                                       |       |       |       |       |       |        |        |                                                                    |
| R/W SUP (CT)                |                                                                       |       |       |       |       |       |        |        |                                                                    |
| CON SUP (CT)                |                                                                       |       |       |       |       |       |        |        |                                                                    |
| R/W                         |                                                                       |       |       |       |       |       |        |        |                                                                    |
| CON                         | 20,000                                                                |       |       |       |       |       |        | 20,000 |                                                                    |
| TOTAL                       | 20,000                                                                |       |       |       |       |       |        | 20,000 |                                                                    |
| Fund #3:                    | State SB1 SCCP - Solution for Congested Corridors Program (Committed) |       |       |       |       |       |        |        | Program Code                                                       |
| Existing Funding (\$1,000s) |                                                                       |       |       |       |       |       |        |        | 20.30.210.350                                                      |
| Component                   | Prior                                                                 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                                                     |
| E&P (PA&ED)                 |                                                                       |       |       |       |       |       |        |        | Ventura County Transportation Comm<br>\$43500 CON EXT. TO 02/28/27 |
| PS&E                        |                                                                       |       |       |       |       |       |        |        |                                                                    |
| R/W SUP (CT)                |                                                                       |       |       |       |       |       |        |        |                                                                    |
| CON SUP (CT)                |                                                                       |       |       |       |       |       |        |        |                                                                    |
| R/W                         |                                                                       |       |       |       |       |       |        |        |                                                                    |
| CON                         | 43,500                                                                |       |       |       |       |       |        | 43,500 |                                                                    |
| TOTAL                       | 43,500                                                                |       |       |       |       |       |        | 43,500 |                                                                    |
| 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 |                                                                    |

**Complete this page for amendments only**

Date 10/07/2025 15:47:53

| District | County         | Route | EA | Project ID | PPNO |
|----------|----------------|-------|----|------------|------|
| 75       | Ventura County | LOS   |    |            | 9887 |

**SECTION 1 - All Projects**

**Project Background**

Project has completed the PAED phase and is currently in the PS&E phase. The design phase has experienced delays for a multitude of reasons. LOSSAN requested an extension for the allocation of SCCP and STIP funding to February 2027. This was approved at the June 2025 CTC meeting.

**Programming Change Requested**

Construction allocation extension to February 2027 - approved at June 2025 CTC meeting.

**Reason for Proposed Change**

The project is experiencing significant delays in the Plans, Specifications, and Estimates (PS&E) phase due to coordination required with Union Pacific Railroad (UPRR) and the California Public Utilities Commission (CPUC). Currently, the PS&E phase is approximately 30 percent complete, with both structural and non-structural plans submitted to UPRR for review. Although the Agency anticipated completion of the PS&E phase by December 2026, there are additional delays and challenges associated with the project: Delays in obtaining Right of Entry Permits to perform field work, Wood Road re-design, siding and siding termination redesign, Delays UPRR Design Reviews, Rice Avenue Grade Separation resolving design conflict with utilities, and potential CPUC meeting delays, and other potential delays with aging infrastructure and ROW encroachments.

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

The following is a summary of the expected delays explained above:

- Right of Entry Permits to perform field work – 8 months
- UPRR Design Reviews – 8 months
  - o 10 percent submittal – 2 months
  - o 25 percent submittal – 2 months
  - o 30 percent submittal – 2 months
  - o 60 & 90 percent submittals – 2 months; these could be reviewed concurrently
  - o 100 percent submittal – Typically no formal review is required
- Wood Road re-design, siding and siding termination redesign – 2 months
- Rice Avenue Grade Separation resolving design conflict with utilities, potential CPUC meeting delays, and other potential delays with aging infrastructure and ROW encroachments – 2 months (this 2-month estimation is based on running the individual activities in parallel with other activities).

Combined, these amount to approximately 20 months of expected delays. UPRR has directed Zephyr to review the schedule and incorporate these delays, along with mitigation strategies, to minimize overall impacts to the project schedule.

Currently, there is no expected increase in cost due to this delay.

**Other Significant Information**

The length of the proposed siding extension will be reduced from 3.7 miles to 3.3 miles due to safety concerns. There will be zero reduction in the benefits of the siding as a result of this change. Through site visits, staff with UPRR and LOSSAN noticed evidence of vehicles bottoming out at the current Wood Road crossing. Adding a second track through the crossing would further add to a potentially dangerous situation, while changing the slope is not feasible. Therefore, the decision has been made to start the siding extension after the Wood Road crossing.

**SECTION 2 - For SB1 Project Only**

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

The Agency requests a 20-month time extension for the period of project allocation for the CON phase from June 30, 2025 to February 28, 2027. This has been approved by the CTC.

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    | 10/06/2025 08:56:15 |
| 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                                                                                                                                                                                                         |       |            | 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@acerail.com               |         |                     |

**Project Title**

San Joaquin Street Station Layover Track

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

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

| Component    | Implementing Agency                  |
|--------------|--------------------------------------|
| PA&ED        | San Joaquin 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

| Project Milestone                                                   | Existing   | Proposed   |
|---------------------------------------------------------------------|------------|------------|
| Project Study Report Approved                                       | 09/30/2021 |            |
| Begin Environmental (PA&ED) Phase                                   | 08/01/2025 | 08/01/2025 |
| Circulate Draft Environmental Document Document Type                | 10/01/2025 | 10/01/2025 |
| Draft Project Report                                                | 09/20/2021 | 09/20/2021 |
| End Environmental Phase (PA&ED Milestone)                           | 10/01/2025 | 07/03/2026 |
| Begin Design (PS&E) Phase                                           | 04/01/2026 | 12/31/2026 |
| End Design Phase (Ready to List for Advertisement Milestone)        | 05/15/2027 | 02/14/2028 |
| Begin Right of Way Phase                                            | 01/01/2026 | 01/01/2027 |
| End Right of Way Phase (Right of Way Certification Milestone)       | 05/01/2027 | 02/14/2028 |
| Begin Construction Phase (Contract Award Milestone)                 | 12/01/2027 | 06/27/2028 |
| End Construction Phase (Construction Contract Acceptance Milestone) | 07/01/2029 | 10/31/2028 |
| Begin Closeout Phase                                                | 07/02/2029 | 11/01/2028 |
| End Closeout Phase (Closeout Report)                                | 10/01/2029 | 11/28/2028 |

Date 10/06/2025 08:56:15

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 ☐ 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 | 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 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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                                 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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 10/06/2025 08:56:15 |
|----------------------------------------|--------------------|-------|----|------------|--------------------------|
| District                               | County             | Route | EA | Project ID | PPNO                     |
| 75                                     | San Joaquin County |       |    |            | 9888                     |

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

Approvals

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

| Name (Print or Type) | Signature | Title | Date |
|----------------------|-----------|-------|------|
|                      |           |       |      |

SECTION 3 - All Projects

Attachments

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

|                                                                                                                                                                                                            |       |            |              |                                            |                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|------------|--------------|--------------------------------------------|---------------------|
| Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO                                                                                                           |       |            |              | Date                                       | 10/13/2025 10:38:59 |
| 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                       |                     |
| VAR                                                                                                                                                                                                        |       |            |              | Caltrans HQ                                |                     |
|                                                                                                                                                                                                            |       |            |              | MPO                                        | Element             |
|                                                                                                                                                                                                            |       |            |              | SCAG                                       | Rail                |
| Project Manager/Contact                                                                                                                                                                                    |       |            | Phone        | Email Address                              |                     |
| Erik Galloway                                                                                                                                                                                              |       |            | 951-787-4015 | egalloway@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 (up to 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                                   | 07/01/2024 | 01/15/2026 |
| Circulate Draft Environmental Document                              | 07/01/2030 | 10/08/2031 |
| Document Type EIR/EIS                                               |            |            |
| Draft Project Report                                                | 12/31/2030 | 10/08/2031 |
| End Environmental Phase (PA&ED Milestone)                           | 06/01/2031 | 03/08/2032 |
| Begin Design (PS&E) Phase                                           | 09/01/2031 | 10/08/2031 |
| End Design Phase (Ready to List for Advertisement Milestone)        | 03/31/2033 | 08/30/2034 |
| Begin Right of Way Phase                                            | 09/01/2031 | 10/08/2031 |
| End Right of Way Phase (Right of Way Certification Milestone)       | 03/31/2033 | 08/30/2034 |
| Begin Construction Phase (Contract Award Milestone)                 | 07/01/2033 | 09/26/2035 |
| End Construction Phase (Construction Contract Acceptance Milestone) | 06/30/2036 | 06/01/2039 |
| Begin Closeout Phase                                                | 01/01/2037 | 01/01/2040 |
| End Closeout Phase (Closeout Report)                                | 06/30/2037 | 06/01/2040 |

Date 10/13/2025 10:38:59

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                            | <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 | New stations       | EA    | 6     |
| Rail/ Multi-Modal | Miles of new track | Miles | 76    |

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 up to 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.

| 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       | VAR    |       |    |            | 9891 |

**Project Title**

Coachella Valley-San Gorgonio Pass Rail Corridor Service

| Existing Total Project Cost (\$1,000s) |        |       |       |       |       |         |           |           | Implementing Agency                 |
|----------------------------------------|--------|-------|-------|-------|-------|---------|-----------|-----------|-------------------------------------|
| Component                              | Prior  | 26-27 | 27-28 | 28-29 | 29-30 | 30-31   | 31-32+    | Total     |                                     |
| E&P (PA&ED)                            | 65,085 |       |       |       |       |         |           | 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                                  | 65,085 |       |       |       |       | 223,250 | 1,284,100 | 1,572,435 |                                     |
| Proposed Total Project Cost (\$1,000s) |        |       |       |       |       |         |           |           | Notes                               |
| Component                              | Prior  | 26-27 | 27-28 | 28-29 | 29-30 | 30-31   | 31-32+    | Total     |                                     |
| E&P (PA&ED)                            | 82,244 |       |       |       |       |         |           | 82,244    |                                     |
| PS&E                                   |        |       |       |       |       |         | 148,580   | 148,580   |                                     |
| R/W SUP (CT)                           |        |       |       |       |       |         |           |           |                                     |
| CON SUP (CT)                           |        |       |       |       |       |         |           |           |                                     |
| R/W                                    |        |       |       |       |       |         | 123,250   | 123,250   |                                     |
| CON                                    |        |       |       |       |       |         | 1,284,100 | 1,284,100 |                                     |
| TOTAL                                  | 82,244 |       |       |       |       |         | 1,555,930 | 1,638,174 |                                     |

| Fund #1:                    | Other Fed - Federal Railroad Administration Earmarks (Committed) |       |       |       |       |       |        |       | Program Code   |
|-----------------------------|------------------------------------------------------------------|-------|-------|-------|-------|-------|--------|-------|----------------|
|                             | Existing Funding (\$1,000s)                                      |       |       |       |       |       |        |       | 20.30.010.300  |
| Component                   | Prior                                                            | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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          |
| Component                   | Prior                                                            | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total |                |
| 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                                                                    | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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                                                                    | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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)                 | 1,662                                                                    |       |       |       |       |       |        | 1,662 |                |
| PS&E                        |                                                                          |       |       |       |       |       |        |       |                |
| R/W SUP (CT)                |                                                                          |       |       |       |       |       |        |       |                |
| CON SUP (CT)                |                                                                          |       |       |       |       |       |        |       |                |
| R/W                         |                                                                          |       |       |       |       |       |        |       |                |
| CON                         |                                                                          |       |       |       |       |       |        |       |                |
| TOTAL                       | 1,662                                                                    |       |       |       |       |       |        | 1,662 |                |

|                             |                                       |       |       |       |       |       |        |        |                                              |
|-----------------------------|---------------------------------------|-------|-------|-------|-------|-------|--------|--------|----------------------------------------------|
| Fund #4:                    | IIP - National Hwy System (Committed) |       |       |       |       |       |        |        | Program Code                                 |
| Existing Funding (\$1,000s) |                                       |       |       |       |       |       |        |        | 30.20.020.720                                |
| Component                   | Prior                                 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                               |
| E&P (PA&ED)                 | 10,000                                |       |       |       |       |       |        | 10,000 | Caltrans HQ                                  |
| PS&E                        |                                       |       |       |       |       |       |        |        |                                              |
| 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 | To be allocated at December 2025 CTC meeting |
| PS&E                        |                                       |       |       |       |       |       |        |        |                                              |
| R/W SUP (CT)                |                                       |       |       |       |       |       |        |        |                                              |
| CON SUP (CT)                |                                       |       |       |       |       |       |        |        |                                              |
| R/W                         |                                       |       |       |       |       |       |        |        |                                              |
| CON                         |                                       |       |       |       |       |       |        |        |                                              |
| TOTAL                       | 10,000                                |       |       |       |       |       |        | 10,000 |                                              |
| Fund #5:                    | RIP - National Hwy System (Committed) |       |       |       |       |       |        |        | Program Code                                 |
| Existing Funding (\$1,000s) |                                       |       |       |       |       |       |        |        | 30.20.020.630                                |
| Component                   | Prior                                 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                               |
| E&P (PA&ED)                 | 15,658                                |       |       |       |       |       |        | 15,658 | Riverside County Transportation Com          |
| PS&E                        |                                       |       |       |       |       |       |        |        |                                              |
| 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 | To be allocated at December 2025 CTC meeting |
| 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                                           | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                                          |
| 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  |                                                         |
| Proposed Funding (\$1,000s) |                                                 |       |       |       |       |       |        |        |                                                         |
| 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)        |       |       |       |       |       |        |        |                                                         |
| Existing Funding (\$1,000s) |                                                 |       |       |       |       |       |        |        | 20.30.010.820                                           |
| Component                   | Prior                                           | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                                          |
| 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 |                                                         |
| Proposed Funding (\$1,000s) |                                                 |       |       |       |       |       |        |        |                                                         |
| E&P (PA&ED)                 |                                                 |       |       |       |       |       |        |        | CMAQ deprogrammed off project via FTIP amendment #25-01 |
| PS&E                        |                                                 |       |       |       |       |       |        |        |                                                         |
| R/W SUP (CT)                |                                                 |       |       |       |       |       |        |        |                                                         |
| CON SUP (CT)                |                                                 |       |       |       |       |       |        |        |                                                         |
| R/W                         |                                                 |       |       |       |       |       |        |        |                                                         |
| CON                         |                                                 |       |       |       |       |       |        |        |                                                         |
| TOTAL                       |                                                 |       |       |       |       |       |        |        |                                                         |

|                             |                                                                              |       |       |       |       |         |           |           |                |
|-----------------------------|------------------------------------------------------------------------------|-------|-------|-------|-------|---------|-----------|-----------|----------------|
| Fund #8:                    | Future Need - Future Funds (Uncommitted)                                     |       |       |       |       |         |           |           | Program Code   |
| Existing Funding (\$1,000s) |                                                                              |       |       |       |       |         |           |           | FUTURE         |
| Component                   | Prior                                                                        | 26-27 | 27-28 | 28-29 | 29-30 | 30-31   | 31-32+    | 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                       |                                                                              |       |       |       |       | 223,250 | 1,284,100 | 1,507,350 |                |
| Proposed Funding (\$1,000s) |                                                                              |       |       |       |       |         |           |           | Notes          |
| E&P (PA&ED)                 |                                                                              |       |       |       |       |         |           |           |                |
| PS&E                        |                                                                              |       |       |       |       |         | 148,580   | 148,580   |                |
| R/W SUP (CT)                |                                                                              |       |       |       |       |         |           |           |                |
| CON SUP (CT)                |                                                                              |       |       |       |       |         |           |           |                |
| R/W                         |                                                                              |       |       |       |       |         | 123,250   | 123,250   |                |
| CON                         |                                                                              |       |       |       |       |         | 1,284,100 | 1,284,100 |                |
| TOTAL                       |                                                                              |       |       |       |       |         | 1,555,930 | 1,555,930 |                |
| Fund #9:                    | Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed) |       |       |       |       |         |           |           | Program Code   |
| Existing Funding (\$1,000s) |                                                                              |       |       |       |       |         |           |           |                |
| Component                   | Prior                                                                        | 26-27 | 27-28 | 28-29 | 29-30 | 30-31   | 31-32+    | 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)                 | 40,000                                                                       |       |       |       |       |         |           | 40,000    | SB 125         |
| PS&E                        |                                                                              |       |       |       |       |         |           |           |                |
| R/W SUP (CT)                |                                                                              |       |       |       |       |         |           |           |                |
| CON SUP (CT)                |                                                                              |       |       |       |       |         |           |           |                |
| R/W                         |                                                                              |       |       |       |       |         |           |           |                |
| CON                         |                                                                              |       |       |       |       |         |           |           |                |
| TOTAL                       | 40,000                                                                       |       |       |       |       |         |           | 40,000    |                |

| Fund #10:                   | Other Fed - CPF/CDS (Committed) |       |       |       |       |       |        |       | Program Code      |
|-----------------------------|---------------------------------|-------|-------|-------|-------|-------|--------|-------|-------------------|
| Existing Funding (\$1,000s) |                                 |       |       |       |       |       |        |       |                   |
| Component                   | Prior                           | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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)                 | 5,000                           |       |       |       |       |       |        | 5,000 | FRA CRISI earmark |
| PS&E                        |                                 |       |       |       |       |       |        |       |                   |
| R/W SUP (CT)                |                                 |       |       |       |       |       |        |       |                   |
| CON SUP (CT)                |                                 |       |       |       |       |       |        |       |                   |
| R/W                         |                                 |       |       |       |       |       |        |       |                   |
| CON                         |                                 |       |       |       |       |       |        |       |                   |
| TOTAL                       | 5,000                           |       |       |       |       |       |        | 5,000 |                   |

| Complete this page for amendments only |        |       |    |            | Date 10/13/2025 10:38:59 |
|----------------------------------------|--------|-------|----|------------|--------------------------|
| District                               | County | Route | EA | Project ID | PPNO                     |
| 75                                     | VAR    |       |    |            | 9891                     |

SECTION 1 - All Projects

Project Background

RCTC and Caltrans are preparing to move into the next environmental review stages for the project.

Programming Change Requested

Reason for Proposed Change

Updated funding plan and schedule as the project has evolved since completing Tier 1 and new fund sources for the project have become available.

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 funding plan and project schedule in preparation for STIP allocation.

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                               | 09/30/2025 10:06:36 |
| 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    | 122.510      |                                    |                     |
|                                                                                                                                                                                                            |       |            |              | MPO                                | Element             |
|                                                                                                                                                                                                            |       |            |              | SACOG                              | Rail                |
| Project Manager/Contact                                                                                                                                                                                    |       |            | Phone        | Email Address                      |                     |
| Christine Inouye                                                                                                                                                                                           |       |            | 209-616-3113 | cinouye@sjrrc.com                  |                     |

Project Title

Philips Siding Rehabilitation

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

The Philips Siding Rehabilitation project is located within Elk Grove in unincorporated Sacramento County. The project is on the UPRR Sacramento Subdivision is located from MP 121.23 to MP 122.51. The project will require replacing the southern switch (MP 121.25 with a #24 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

| Project Milestone                                                   | Existing   | Proposed   |
|---------------------------------------------------------------------|------------|------------|
| Project Study Report Approved                                       | 09/30/2021 |            |
| Begin Environmental (PA&ED) Phase                                   | 09/13/2019 | 09/13/2019 |
| Circulate Draft Environmental Document Document Type                |            | 03/30/2020 |
| Draft Project Report                                                | 03/30/2020 | 10/01/2021 |
| End Environmental Phase (PA&ED Milestone)                           | 10/02/2020 | 10/02/2020 |
| Begin Design (PS&E) Phase                                           | 03/31/2022 | 07/27/2021 |
| End Design Phase (Ready to List for Advertisement Milestone)        | 01/04/2024 | 07/26/2027 |
| Begin Right of Way Phase                                            |            | 07/20/2026 |
| End Right of Way Phase (Right of Way Certification Milestone)       |            | 05/25/2027 |
| Begin Construction Phase (Contract Award Milestone)                 | 03/29/2024 | 12/30/2027 |
| End Construction Phase (Construction Contract Acceptance Milestone) | 08/19/2024 | 02/27/2029 |
| Begin Closeout Phase                                                | 08/19/2024 | 02/28/2029 |
| End Closeout Phase (Closeout Report)                                | 01/18/2025 | 06/19/2029 |

Date 09/30/2025 10:06:36

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                            | <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 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 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total |                                    |
| E&P (PA&ED)                            |       |       |       |       |       |       |        |       | San Joaquin Regional Rail Commiss  |
| PS&E                                   | 1,555 |       |       |       |       |       |        | 1,555 | 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                                  | 8,064 |       |       |       |       |       |        | 8,064 |                                    |

| 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                                    | 12,556 |  |  |  |  |  |  | 12,556 |       |
| TOTAL                                  | 14,111 |  |  |  |  |  |  | 14,111 |       |

| Fund #1:     | IIP - National Hwy System (Committed) |       |       |       |       |       |        |       | Program Code   |
|--------------|---------------------------------------|-------|-------|-------|-------|-------|--------|-------|----------------|
|              | Existing Funding (\$1,000s)           |       |       |       |       |       |        |       | 30.20.020.720  |
| Component    | Prior                                 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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)                 |       |  |  |  |  |  |  |       | \$6,509,000 is currently programmed in STIP funds in the CON. SJRRC is requesting an allocation for R/W instead (June 2025 CTC) per Caltrans' guidance that the C&M agreement be executed within R/W. |
| 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                                                                        | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total | Funding Agency                                                 |
| E&P (PA&ED)                 |                                                                              |       |       |       |       |       |        |       | California Transportation Commissio                            |
| PS&E                        | 1,555                                                                        |       |       |       |       |       |        | 1,555 |                                                                |
| R/W SUP (CT)                |                                                                              |       |       |       |       |       |        |       |                                                                |
| CON SUP (CT)                |                                                                              |       |       |       |       |       |        |       |                                                                |
| R/W                         |                                                                              |       |       |       |       |       |        |       |                                                                |
| CON                         |                                                                              |       |       |       |       |       |        |       |                                                                |
| TOTAL                       | 1,555                                                                        |       |       |       |       |       |        | 1,555 |                                                                |
| Proposed Funding (\$1,000s) |                                                                              |       |       |       |       |       |        |       |                                                                |
| E&P (PA&ED)                 |                                                                              |       |       |       |       |       |        |       | \$612,000 (R387GX)<br>\$443,000 (R484GI)<br>\$500,000 (R484GQ) |
| PS&E                        | 1,555                                                                        |       |       |       |       |       |        | 1,555 |                                                                |
| R/W SUP (CT)                |                                                                              |       |       |       |       |       |        |       |                                                                |
| CON SUP (CT)                |                                                                              |       |       |       |       |       |        |       |                                                                |
| R/W                         |                                                                              |       |       |       |       |       |        |       |                                                                |
| CON                         |                                                                              |       |       |       |       |       |        |       |                                                                |
| TOTAL                       | 1,555                                                                        |       |       |       |       |       |        | 1,555 |                                                                |
| Fund #3:                    | Future Need - Future Funds (Uncommitted)                                     |       |       |       |       |       |        |       | Program Code                                                   |
| Existing Funding (\$1,000s) |                                                                              |       |       |       |       |       |        |       |                                                                |
| Component                   | Prior                                                                        | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total | Funding Agency                                                 |
| E&P (PA&ED)                 |                                                                              |       |       |       |       |       |        |       |                                                                |
| PS&E                        |                                                                              |       |       |       |       |       |        |       |                                                                |
| R/W SUP (CT)                |                                                                              |       |       |       |       |       |        |       |                                                                |
| CON SUP (CT)                |                                                                              |       |       |       |       |       |        |       |                                                                |
| R/W                         |                                                                              |       |       |       |       |       |        |       |                                                                |
| CON                         |                                                                              |       |       |       |       |       |        |       |                                                                |
| TOTAL                       |                                                                              |       |       |       |       |       |        |       |                                                                |
| Proposed Funding (\$1,000s) |                                                                              |       |       |       |       |       |        |       |                                                                |
| E&P (PA&ED)                 |                                                                              |       |       |       |       |       |        |       | SJRRC will be shifting funding to fully fund the project.      |
| PS&E                        |                                                                              |       |       |       |       |       |        |       |                                                                |
| R/W SUP (CT)                |                                                                              |       |       |       |       |       |        |       |                                                                |
| CON SUP (CT)                |                                                                              |       |       |       |       |       |        |       |                                                                |
| R/W                         |                                                                              |       |       |       |       |       |        |       |                                                                |
| CON                         | 6,047                                                                        |       |       |       |       |       |        | 6,047 |                                                                |
| TOTAL                       | 6,047                                                                        |       |       |       |       |       |        | 6,047 |                                                                |

**Complete this page for amendments only**

Date 09/30/2025 10:06:36

| District | County            | Route | EA | Project ID | PPNO |
|----------|-------------------|-------|----|------------|------|
| 75       | Sacramento County |       |    |            | 9892 |

**SECTION 1 - All Projects**

**Project Background**

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.

**Programming Change Requested**

**Reason for Proposed Change**

As the design progressed, UPRR required additional improvements to include adjusting the existing siding profile so both tracks were at the same elevation. This adjustment added earthwork to include ditch grading. At the 25% site walk UPRR required the existing cross culverts to be abandoned, and new culverts jacked and bored to meet new UPRR drainage standards. These requirements added additional cost and increased the schedule. UPRR will not allow the construction on Phillips to begin until they have the Elk Grove Station track in and operational allowing this siding to be taken out of service. This requirement delays Phillips by approximately one year.

Funding for R/W was added because Caltrans has stated that the C & M Agreement with the railroad would need to be a part of ROW and not Construction.

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

The R/W cost increase will be mitigated by shifting TIRCP funds from other lower priority projects.

**Other Significant Information**

Action to move ITIP from CON to R/W will be shown in the vote box.

**SECTION 2 - For SB1 Project Only**

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

**Approvals**

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

| Name (Print or Type) | Signature | Title | Date |
|----------------------|-----------|-------|------|
|                      |           |       |      |

**SECTION 3 - All Projects**

Attachments

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

|                                                                                                                                                                                                            |        |            |              |                                    |                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|------------|--------------|------------------------------------|---------------------|
| Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO                                                                                                           |        |            |              | Date                               | 10/01/2025 11:00:04 |
| 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                  |                     |
| 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                      |                     |
| Christine Inouye                                                                                                                                                                                           |        |            | 209-616-3313 | cinouye@sjrrc.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 |
|-----------|---|---------|---|----------------|---|

| Project Milestone                                                   | Existing   | Proposed   |
|---------------------------------------------------------------------|------------|------------|
| Project Study Report Approved                                       | 09/28/2021 |            |
| Begin Environmental (PA&ED) Phase                                   | 07/01/2022 | 10/27/2023 |
| Circulate Draft Environmental Document                              | 12/31/2022 | 10/07/2025 |
| Document Type EIR/CE                                                |            |            |
| Draft Project Report                                                | 03/30/2023 | 03/09/2026 |
| End Environmental Phase (PA&ED Milestone)                           | 03/30/2023 | 06/30/2026 |
| Begin Design (PS&E) Phase                                           | 07/01/2023 | 07/01/2026 |
| End Design Phase (Ready to List for Advertisement Milestone)        | 06/30/2024 | 03/01/2029 |
| Begin Right of Way Phase                                            |            | 02/01/2029 |
| End Right of Way Phase (Right of Way Certification Milestone)       |            | 06/30/2029 |
| Begin Construction Phase (Contract Award Milestone)                 | 09/30/2024 | 08/01/2029 |
| End Construction Phase (Construction Contract Acceptance Milestone) | 06/30/2025 | 09/01/2031 |
| Begin Closeout Phase                                                | 07/01/2025 | 09/02/2031 |
| End Closeout Phase (Closeout Report)                                | 09/30/2025 | 06/30/2032 |

Date 10/01/2025 11:00:04

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                            | <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 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  | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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                                  | 53,316 |       |       |       |       |       |        | 53,316 |                                    |

| Proposed Total Project Cost (\$1,000s) |       |       |       |        |         |       |        |         | Notes |
|----------------------------------------|-------|-------|-------|--------|---------|-------|--------|---------|-------|
| Component                              | Prior | 26-27 | 27-28 | 28-29  | 29-30   | 30-31 | 31-32+ | Total   |       |
| E&P (PA&ED)                            | 1,948 |       |       |        |         |       |        | 1,948   |       |
| PS&E                                   | 5,846 | 8,644 |       |        |         |       |        | 14,490  |       |
| R/W SUP (CT)                           |       |       |       |        |         |       |        |         |       |
| CON SUP (CT)                           |       |       |       |        |         |       |        |         |       |
| R/W                                    |       |       |       | 11,349 |         |       |        | 11,349  |       |
| CON                                    |       |       |       |        | 178,077 |       |        | 178,077 |       |
| TOTAL                                  | 7,794 | 8,644 |       | 11,349 | 178,077 |       |        | 205,864 |       |

| Fund #1:                    | Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed) |       |       |       |       |       |        |        | Program Code   |
|-----------------------------|------------------------------------------------------------------------------|-------|-------|-------|-------|-------|--------|--------|----------------|
| Existing Funding (\$1,000s) |                                                                              |       |       |       |       |       |        |        | 30.20.020.000  |
| Component                   | Prior                                                                        | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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                                                                                  |
|-----------------------------|-------|-------|-------|-------|--------|-------|--------|--------|----------------------------------------------------------------------------------------|
| Component                   | Prior | 26-27 | 27-28 | 28-29 | 29-30  | 30-31 | 31-32+ | Total  |                                                                                        |
| E&P (PA&ED)                 |       |       |       |       |        |       |        |        | TIRCP 2018, Valley Rail, Elk Grove Double Track<br>R/W \$5,000,000<br>CON \$40,522,000 |
| PS&E                        |       |       |       |       |        |       |        |        |                                                                                        |
| R/W SUP (CT)                |       |       |       |       |        |       |        |        |                                                                                        |
| CON SUP (CT)                |       |       |       |       |        |       |        |        |                                                                                        |
| R/W                         |       |       |       | 5,000 |        |       |        | 5,000  |                                                                                        |
| CON                         |       |       |       |       | 40,522 |       |        | 40,522 |                                                                                        |
| TOTAL                       |       |       |       | 5,000 | 40,522 |       |        | 45,522 |                                                                                        |

|                             |                                          |       |       |       |         |       |        |         |                                                                                                                                                                                                                              |
|-----------------------------|------------------------------------------|-------|-------|-------|---------|-------|--------|---------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Fund #2:                    | IIP - National Hwy System (Committed)    |       |       |       |         |       |        |         | Program Code                                                                                                                                                                                                                 |
| Existing Funding (\$1,000s) |                                          |       |       |       |         |       |        |         | 30.20.020.720                                                                                                                                                                                                                |
| Component                   | Prior                                    | 26-27 | 27-28 | 28-29 | 29-30   | 30-31 | 31-32+ | Total   | Funding Agency                                                                                                                                                                                                               |
| E&P (PA&ED)                 | 1,948                                    |       |       |       |         |       |        | 1,948   | Caltrans HQ<br>\$1948 PAED voted 03/22/23                                                                                                                                                                                    |
| PS&E                        | 5,846                                    |       |       |       |         |       |        | 5,846   |                                                                                                                                                                                                                              |
| R/W SUP (CT)                |                                          |       |       |       |         |       |        |         |                                                                                                                                                                                                                              |
| CON SUP (CT)                |                                          |       |       |       |         |       |        |         |                                                                                                                                                                                                                              |
| R/W                         |                                          |       |       |       |         |       |        |         |                                                                                                                                                                                                                              |
| CON                         |                                          |       |       |       |         |       |        |         |                                                                                                                                                                                                                              |
| TOTAL                       | 7,794                                    |       |       |       |         |       |        | 7,794   |                                                                                                                                                                                                                              |
| Proposed Funding (\$1,000s) |                                          |       |       |       |         |       |        |         | Notes                                                                                                                                                                                                                        |
| E&P (PA&ED)                 | 1,948                                    |       |       |       |         |       |        | 1,948   | STIP Elk Grove to Phillip Siding<br>Rail Operational and Capacity<br>Improvement Project:<br>\$1,948,000 PA&ED (R524GA)<br>approved under reso. MFP-22-08<br>on June 29, 2023.<br>\$5,846,000 PS&E programmed for<br>FY25/26 |
| PS&E                        | 5,846                                    |       |       |       |         |       |        | 5,846   |                                                                                                                                                                                                                              |
| R/W SUP (CT)                |                                          |       |       |       |         |       |        |         |                                                                                                                                                                                                                              |
| CON SUP (CT)                |                                          |       |       |       |         |       |        |         |                                                                                                                                                                                                                              |
| R/W                         |                                          |       |       |       |         |       |        |         |                                                                                                                                                                                                                              |
| CON                         |                                          |       |       |       |         |       |        |         |                                                                                                                                                                                                                              |
| TOTAL                       | 7,794                                    |       |       |       |         |       |        | 7,794   |                                                                                                                                                                                                                              |
| Fund #3:                    | Future Need - Future Funds (Uncommitted) |       |       |       |         |       |        |         | Program Code                                                                                                                                                                                                                 |
| Existing Funding (\$1,000s) |                                          |       |       |       |         |       |        |         |                                                                                                                                                                                                                              |
| Component                   | Prior                                    | 26-27 | 27-28 | 28-29 | 29-30   | 30-31 | 31-32+ | 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)                 |                                          |       |       |       |         |       |        |         | SJRRC will be looking at TIRCP<br>funding for future needs, especially<br>for the upcoming PS&E phase.                                                                                                                       |
| PS&E                        |                                          | 8,644 |       |       |         |       |        | 8,644   |                                                                                                                                                                                                                              |
| R/W SUP (CT)                |                                          |       |       |       |         |       |        |         |                                                                                                                                                                                                                              |
| CON SUP (CT)                |                                          |       |       |       |         |       |        |         |                                                                                                                                                                                                                              |
| R/W                         |                                          |       |       | 6,349 |         |       |        | 6,349   |                                                                                                                                                                                                                              |
| CON                         |                                          |       |       |       | 137,555 |       |        | 137,555 |                                                                                                                                                                                                                              |
| TOTAL                       |                                          | 8,644 |       | 6,349 | 137,555 |       |        | 152,548 |                                                                                                                                                                                                                              |

**Complete this page for amendments only**

Date 10/01/2025 11:00:04

| District | County            | Route | EA     | Project ID | PPNO |
|----------|-------------------|-------|--------|------------|------|
| 75       | Sacramento County |       | R524GA | 1023000148 | 9893 |

**SECTION 1 - All Projects**

**Project Background**

See Project Purpose and Need.

**Programming Change Requested**

**Reason for Proposed Change**

N/A

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

**Other Significant Information**

**SECTION 2 - For SB1 Project Only**

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

N/A

**Approvals**

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

| Name (Print or Type) | Signature | Title | Date |
|----------------------|-----------|-------|------|
|                      |           |       |      |

**SECTION 3 - All Projects**

**Attachments**

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

Amendment (Existing Project) ☐ YES ☒ NO

Date09/26/2025 09:44:16

Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ 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   | 249.000    | 249.600      |                                                          |         |
|                         |       |            |              | MPO                                                      | Element |
|                         |       |            |              | SLOCOG                                                   | Rail    |
| Project Manager/Contact |       |            | Phone        | Email Address                                            |         |
| Russ Henry              |       |            | 714-560-5990 | rhenry@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 |
|-----------|----|---------|----|----------------|----|

| Project Milestone                                                   | Existing   | Proposed   |
|---------------------------------------------------------------------|------------|------------|
| Project Study Report Approved                                       | 03/04/2021 |            |
| Begin Environmental (PA&ED) Phase                                   | 01/01/2019 | 06/29/2019 |
| Circulate Draft Environmental Document                              | 05/18/2022 | 05/15/2022 |
| Draft Project Report                                                | 05/18/2022 | 07/01/2022 |
| End Environmental Phase (PA&ED Milestone)                           | 12/31/2022 | 12/15/2022 |
| Begin Design (PS&E) Phase                                           | 06/01/2023 | 12/16/2022 |
| End Design Phase (Ready to List for Advertisement Milestone)        | 06/30/2024 | 09/30/2026 |
| Begin Right of Way Phase                                            | 06/01/2023 | 01/01/2024 |
| End Right of Way Phase (Right of Way Certification Milestone)       | 06/30/2024 | 09/30/2026 |
| Begin Construction Phase (Contract Award Milestone)                 | 09/01/2024 | 02/01/2027 |
| End Construction Phase (Construction Contract Acceptance Milestone) | 03/31/2026 | 08/31/2029 |
| Begin Closeout Phase                                                | 04/01/2026 | 02/01/2030 |
| End Closeout Phase (Closeout Report)                                | 10/01/2026 | 09/01/2030 |

Date 09/26/2025 09:44:16

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 |
|---------------------------|----------------------|-------|-------|
| Rail/ Multi-Modal         | Station improvements | EA    | 1     |
| Intercity Rail/Mass Trans | Miles of new track   | Miles | 0.57  |

### 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  | 26-27  | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  |                                       |
| E&P (PA&ED)                            | 3,810  |        |       |       |       |       |        | 3,810  | Los Angeles-San Diego-San Luis Obispo |
| PS&E                                   | 1,714  |        |       |       |       |       |        | 1,714  | 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                                    | 34,990 |        |       |       |       |       |        | 34,990 | Los Angeles-San Diego-San Luis Obispo |
| TOTAL                                  | 40,514 |        |       |       |       |       |        | 40,514 |                                       |
| Proposed Total Project Cost (\$1,000s) |        |        |       |       |       |       |        |        | Notes                                 |
| Component                              | Prior  | 26-27  | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  |                                       |
| E&P (PA&ED)                            | 3,810  |        |       |       |       |       |        | 3,810  |                                       |
| PS&E                                   | 2,714  |        |       |       |       |       |        | 2,714  |                                       |
| R/W SUP (CT)                           |        |        |       |       |       |       |        |        |                                       |
| CON SUP (CT)                           |        |        |       |       |       |       |        |        |                                       |
| R/W                                    |        |        |       |       |       |       |        |        |                                       |
| CON                                    | 9,000  | 32,025 |       |       |       |       |        | 41,025 |                                       |
| TOTAL                                  | 15,524 | 32,025 |       |       |       |       |        | 47,549 |                                       |

| Fund #1:                    | IIP - National Hwy System (Committed) |       |       |       |       |       |        |        | Program Code                                                                                            |
|-----------------------------|---------------------------------------|-------|-------|-------|-------|-------|--------|--------|---------------------------------------------------------------------------------------------------------|
|                             | Existing Funding (\$1,000s)           |       |       |       |       |       |        |        | 30.20.020.720                                                                                           |
| Component                   | Prior                                 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                                                                                          |
| E&P (PA&ED)                 | 3,500                                 |       |       |       |       |       |        | 3,500  | Caltrans HQ<br>\$3500 PAED voted 10/17/18<br>\$1000 PSE EXT. TO 12/31/22<br>\$9000 CON EXT. TO 02/28/27 |
| PS&E                        |                                       |       |       |       |       |       |        |        |                                                                                                         |
| R/W SUP (CT)                |                                       |       |       |       |       |       |        |        |                                                                                                         |
| CON SUP (CT)                |                                       |       |       |       |       |       |        |        |                                                                                                         |
| R/W                         |                                       |       |       |       |       |       |        |        |                                                                                                         |
| CON                         | 9,000                                 |       |       |       |       |       |        | 9,000  |                                                                                                         |
| TOTAL                       | 12,500                                |       |       |       |       |       |        | 12,500 |                                                                                                         |
| Proposed Funding (\$1,000s) |                                       |       |       |       |       |       |        |        | Notes                                                                                                   |
| Component                   | Prior                                 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  |                                                                                                         |
| E&P (PA&ED)                 | 3,500                                 |       |       |       |       |       |        | 3,500  |                                                                                                         |
| PS&E                        |                                       |       |       |       |       |       |        |        |                                                                                                         |
| R/W SUP (CT)                |                                       |       |       |       |       |       |        |        |                                                                                                         |
| CON SUP (CT)                |                                       |       |       |       |       |       |        |        |                                                                                                         |
| R/W                         |                                       |       |       |       |       |       |        |        |                                                                                                         |
| CON                         | 9,000                                 | 1,000 |       |       |       |       |        | 10,000 |                                                                                                         |
| TOTAL                       | 12,500                                | 1,000 |       |       |       |       |        | 13,500 |                                                                                                         |

|                             |                                                                              |        |       |       |       |       |        |        |                |
|-----------------------------|------------------------------------------------------------------------------|--------|-------|-------|-------|-------|--------|--------|----------------|
| Fund #2:                    | Local Funds - Local Transportation Funds (Committed)                         |        |       |       |       |       |        |        | Program Code   |
| Existing Funding (\$1,000s) |                                                                              |        |       |       |       |       |        |        | 20.XX.400.100  |
| Component                   | Prior                                                                        | 26-27  | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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) |                                                                              |        |       |       |       |       |        |        | 20.30.207.811  |
| Component                   | Prior                                                                        | 26-27  | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency |
| E&P (PA&ED)                 |                                                                              |        |       |       |       |       |        |        | Caltrans HQ    |
| 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 |                |
| 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                       | 1,714                                                                        | 22,590 |       |       |       |       |        | 24,304 |                |

|                             |                                                      |       |       |       |       |       |        |       |                |
|-----------------------------|------------------------------------------------------|-------|-------|-------|-------|-------|--------|-------|----------------|
| Fund #4:                    | Other State - STA Transit Assist (Committed)         |       |       |       |       |       |        |       | Program Code   |
| Existing Funding (\$1,000s) |                                                      |       |       |       |       |       |        |       | 20.30.207.811  |
| Component                   | Prior                                                | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total | Funding Agency |
| E&P (PA&ED)                 | 210                                                  |       |       |       |       |       |        | 210   |                |
| PS&E                        |                                                      |       |       |       |       |       |        |       |                |
| R/W SUP (CT)                |                                                      |       |       |       |       |       |        |       |                |
| CON SUP (CT)                |                                                      |       |       |       |       |       |        |       |                |
| R/W                         |                                                      |       |       |       |       |       |        |       |                |
| CON                         |                                                      |       |       |       |       |       |        |       |                |
| TOTAL                       | 210                                                  |       |       |       |       |       |        | 210   |                |
| Proposed Funding (\$1,000s) |                                                      |       |       |       |       |       |        |       | Notes          |
| E&P (PA&ED)                 | 210                                                  |       |       |       |       |       |        | 210   |                |
| PS&E                        | 1,000                                                |       |       |       |       |       |        | 1,000 |                |
| R/W SUP (CT)                |                                                      |       |       |       |       |       |        |       |                |
| CON SUP (CT)                |                                                      |       |       |       |       |       |        |       |                |
| R/W                         |                                                      |       |       |       |       |       |        |       |                |
| CON                         |                                                      |       |       |       |       |       |        |       |                |
| TOTAL                       | 1,210                                                |       |       |       |       |       |        | 1,210 |                |
| Fund #5:                    | State Bond - Intercity rail improvements (Committed) |       |       |       |       |       |        |       | Program Code   |
| Existing Funding (\$1,000s) |                                                      |       |       |       |       |       |        |       | 20.30.010.400  |
| Component                   | Prior                                                | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total | Funding Agency |
| E&P (PA&ED)                 |                                                      |       |       |       |       |       |        |       | Caltrans HQ    |
| PS&E                        |                                                      |       |       |       |       |       |        |       |                |
| R/W SUP (CT)                |                                                      |       |       |       |       |       |        |       |                |
| CON SUP (CT)                |                                                      |       |       |       |       |       |        |       |                |
| R/W                         |                                                      |       |       |       |       |       |        |       |                |
| CON                         | 3,400                                                |       |       |       |       |       |        | 3,400 |                |
| TOTAL                       | 3,400                                                |       |       |       |       |       |        | 3,400 |                |
| 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 |                |

|                             |                                                |       |       |       |       |       |        |       |                                                                                                                                                |
|-----------------------------|------------------------------------------------|-------|-------|-------|-------|-------|--------|-------|------------------------------------------------------------------------------------------------------------------------------------------------|
| Fund #6:                    | Other State - State Cash (Uncommitted)         |       |       |       |       |       |        |       | Program Code                                                                                                                                   |
| Existing Funding (\$1,000s) |                                                |       |       |       |       |       |        |       |                                                                                                                                                |
| Component                   | Prior                                          | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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)                 |                                                |       |       |       |       |       |        |       | This funding is available. It will be programmed once bids are received, showing actual cost need. This is based on an estimate at this point. |
| PS&E                        |                                                |       |       |       |       |       |        |       |                                                                                                                                                |
| R/W SUP (CT)                |                                                |       |       |       |       |       |        |       |                                                                                                                                                |
| CON SUP (CT)                |                                                |       |       |       |       |       |        |       |                                                                                                                                                |
| R/W                         |                                                |       |       |       |       |       |        |       |                                                                                                                                                |
| CON                         |                                                | 4,264 |       |       |       |       |        | 4,264 |                                                                                                                                                |
| TOTAL                       |                                                | 4,264 |       |       |       |       |        | 4,264 |                                                                                                                                                |
| Fund #7:                    | Other State - STA Transit Assist (Uncommitted) |       |       |       |       |       |        |       | Program Code                                                                                                                                   |
| Existing Funding (\$1,000s) |                                                |       |       |       |       |       |        |       |                                                                                                                                                |
| Component                   | Prior                                          | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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)                 |                                                |       |       |       |       |       |        |       | This funding is available. It will be programmed once bids are received, showing actual cost need. This is based on an estimate at this point. |
| PS&E                        |                                                |       |       |       |       |       |        |       |                                                                                                                                                |
| R/W SUP (CT)                |                                                |       |       |       |       |       |        |       |                                                                                                                                                |
| CON SUP (CT)                |                                                |       |       |       |       |       |        |       |                                                                                                                                                |
| R/W                         |                                                |       |       |       |       |       |        |       |                                                                                                                                                |
| CON                         |                                                | 771   |       |       |       |       |        | 771   |                                                                                                                                                |
| TOTAL                       |                                                | 771   |       |       |       |       |        | 771   |                                                                                                                                                |

| Complete this page for amendments only |                        |       |    |            | Date 09/26/2025 09:44:16 |
|----------------------------------------|------------------------|-------|----|------------|--------------------------|
| 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 California State Rail Plan and LOSSAN Annual Business Plan. The proposed project involves expanding the existing Amtrak layover facility in San Luis Obispo to increase overnight train storage capacity, enhance maintenance capabilities, and meet the objectives that align with program goals and the California State Rail Plan. The expansion includes the relocation and construction of a new maintenance and layover facility south of the San Luis Obispo station, which is in a vacant yard owned by the Union Pacific Railroad (UPRR) that the Department will purchase. This facility will accommodate additional and longer trains and allow for movement between the station and maintenance area without disrupting mainline passenger or freight operations. Project has completed the PAED phase through an EIR. The PS&E phase is nearing 100% completion. LOSSAN staff is currently engaged in land acquisition from Union Pacific Railroad. This will need to be completed prior to allocation of construction funding.

Programming Change Requested

20-month extension of construction allocation for STIP funding. Also requesting \$1 million in additional ITIP funding for FY 26/27 to cover expected cost overruns in the project. Cost increases driven primarily by inflation have caused a revenue shortfall. This additional \$1 million from ITIP would be extremely useful in closing part of the current gap. The rest would be covered by a combination of other state funding sources.

Reason for Proposed Change

The primary cause of this requested time extension is the delay in land purchase. The Agency is working closely with the Department to help facilitate the purchase from UPRR; a process that is now expected to take approximately 24 months due to required procedural steps. Since this timeline is excessive, the Agency has decided to purchase an interim lease agreement with UPRR, to stay within the requested 20-month extension, and be able to allocate for construction, while the actual purchase is being finalized. A draft lease is expected from UPRR in the next couple of months, though details such as insurance requirements and exact property boundaries still need to be determined. In summary, the additional time requested is due to certain delays and unanticipated lengthened timelines as outlined below:

- Delays in obtaining Right of Entry Permits from UPRR. Four permits were required. The total cumulative delay was 10 months; pushing back the initial land purchase coordination with the Department to May 2024.
- Schedule and perform field review by the Department – 2 months. (July 2024)
- Per the Department a Phase II Environmental Site Assessment is required for purchase. Time to procure consultant – 3 months (October 2024)
- Time for consultant to gain Right of Entry to perform Phase II investigations – 8 months (May 2025)
- Time to complete Phase II analysis – 1 month (July 2025)
- Time to update Appraisal and perform property boundary survey – 2 months (September 2025)
- Time to negotiate lease agreement terms and procure insurance – 5 months (February 2026)
- Time to finalize agreement and execute – 2 months (April 2026)
- Time to procure contractor – 8 months (December 2026)
- Time to allocate for construction – 2 months (February 2027)

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

Delay reasons listed above

Other Significant Information

SECTION 2 - For SB1 Project Only

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

CTC already approved extension at June 2025 meeting.

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                                    | 08/14/2025 08:45:34 |
| 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                                                                                                                                                                                                         | T562GA |            | CP119        | San Diego Association of Governments    |                     |
| County                                                                                                                                                                                                     | Route  | PM Back    | PM Ahead     | Co-Nominating Agency                    |                     |
| San Diego County                                                                                                                                                                                           |        |            |              | North San Diego County Transit District |                     |
|                                                                                                                                                                                                            |        |            |              | MPO                                     | Element             |
|                                                                                                                                                                                                            |        |            |              | SANDAG                                  | Rail                |
| Project Manager/Contact                                                                                                                                                                                    |        |            | Phone        | Email Address                           |                     |
| Angela Anderson                                                                                                                                                                                            |        |            | 619-699-6934 | angela.anderson@sandag.org              |                     |

Project Title

San Dieguito Bridge Replacement, Double Track and Special Events Platform Project (San Dieguito Phase 2)

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

In the city of Del Mar, along the San Diego Subdivision of the LOSSAN Corridor between MP 243.0 to MP 243.9, San Dieguito. Phase II will create a total of 0.9 miles of new usable double track.

Construct Phase 2 work includes:

- Replacement of the aging wooden trestle San Dieguito Lagoon rail bridge with double track bridge.
- Construction of a special events platform for the Del Mar Fairgrounds.
- Construction of 0.3 miles of new main track, and siding rehabilitation/track improvements to 0.6 miles of siding track.
- Construct a grade separated pedestrian undercrossing to replace an illegal at grade railroad crossing south of the San Dieguito River.
- Construct three (3) new grade separated undercrossings for pedestrian and emergency services at the Del Mar Fairgrounds.

| Component    | Implementing Agency                  |
|--------------|--------------------------------------|
| PA&ED        | San Diego Association of Governments |
| PS&E         | San Diego Association of Governments |
| Right of Way | San Diego Association of Governments |
| Construction | San Diego Association of Governments |

Legislative Districts

|           |       |         |    |                |       |
|-----------|-------|---------|----|----------------|-------|
| Assembly: | 77,78 | Senate: | 39 | Congressional: | 49,52 |
|-----------|-------|---------|----|----------------|-------|

| Project Milestone                                                   | Existing   | Proposed   |
|---------------------------------------------------------------------|------------|------------|
| Project Study Report Approved                                       | 2/1/2023   |            |
| Begin Environmental (PA&ED) Phase                                   | 08/01/2013 | 08/01/2013 |
| Circulate Draft Environmental Document Document Type FONSI          | 05/05/2015 | 05/05/2015 |
| Draft Project Report                                                | 07/31/2020 | 07/31/2020 |
| End Environmental Phase (PA&ED Milestone)                           | 08/25/2022 | 11/26/2024 |
| Begin Design (PS&E) Phase                                           | 01/31/2016 | 01/31/2016 |
| End Design Phase (Ready to List for Advertisement Milestone)        | 05/30/2025 | 05/30/2026 |
| Begin Right of Way Phase                                            | 10/30/2023 | 10/30/2023 |
| End Right of Way Phase (Right of Way Certification Milestone)       | 05/30/2025 | 06/12/2025 |
| Begin Construction Phase (Contract Award Milestone)                 | 11/30/2025 | 12/31/2026 |
| End Construction Phase (Construction Contract Acceptance Milestone) | 05/30/2029 | 06/15/2031 |
| Begin Closeout Phase                                                | 05/31/2029 | 06/16/2031 |
| End Closeout Phase (Closeout Report)                                | 11/30/2029 | 12/31/2031 |

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Purpose and Need

The project location is located in an existing single track bottleneck on the San Diego subdivision of the LOSSAN Rail Corridor. The existing bridge is near the end of its service life and often flooded during the major storm and subjected to sea level rise events. The single track bottleneck causes delays, restricts operational flexibility and capacity, and reduces the attractiveness of passenger rail as a travel mode choice. Double tracking in this area will eliminate delay of the single track bottleneck, improve train operations capacity, reliability and safety for both freight and passenger rail services, reduce train idling, reduce VMT and GHG emissions, and ultimately, make rail a more viable alternative to driving, increase rail ridership by providing a special events passenger platform to serve events at the Del Mar Fairgrounds, improve safety by removing an uncontrolled rail crossing with a new rail undercrossing for pedestrian and bicyclists, and increase resiliency of rail infrastructure to climate change and potential flooding by replacing the existing timber bridge and raising the track profile. Current design is 90% complete. This allocation is for 100% PS&E and bid ready documents.

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  |
|-------------------|-----------------------------------------------|-------|--------|
| Bridge / Tunnel   | New bridges/tunnels                           | SQFT  | 57,705 |
| Rail/ Multi-Modal | Miles of new track                            | Miles | 0.3    |
| Rail/ Multi-Modal | Miles of rehabilitated track                  | Miles | 0.6    |
| Rail/ Multi-Modal | Station improvements                          | EA    | 1      |
| Rail/ Multi-Modal | Grade separations/ rail crossing improvemnets | EA    | 4      |

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Additional Information

Design for this project was begun with a combination of LPP Formula funds (LPP-A-1718), FTA 5307 funds and local sales tax measure funding. Design was completed up to 90% and a decision was made to split the project into two phases in order to be able to move forward with the funding available for construction. The design funding in this request is needed to finalize the 100% PS&E and bid ready documents for Phase 2 of the construction.

This project will allocate the funding in 2 phases, but will have one construction contract for Phase 1 and Phase 2.

| 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          | -6,455,977,637 | 0               | -6,455,977,637 |
|                                            |                        |                                         | VMT per Capita | 0              | 0               | 0              |
| Air Quality & GHG (only 'Change' required) | LPPC, SCCP, TCEP, LPPF | Carbon Dioxide (CO2)                    | Tons           | -1,996,501     | 0               | -1,996,501     |

| District | County           | Route | EA     | Project ID | PPNO  |
|----------|------------------|-------|--------|------------|-------|
| 75       | San Diego County |       | T562GA |            | CP119 |

**Project Title**

San Dieguito Bridge Replacement, Double Track and Special Events Platform Project (San Dieguito Phase 2)

| Existing Total Project Cost (\$1,000s) |         |       |       |        |       |       |        |         | Implementing Agency                |
|----------------------------------------|---------|-------|-------|--------|-------|-------|--------|---------|------------------------------------|
| Component                              | Prior   | 26-27 | 27-28 | 28-29  | 29-30 | 30-31 | 31-32+ | Total   |                                    |
| E&P (PA&ED)                            |         |       |       |        |       |       |        |         | San Diego Association of Governmen |
| PS&E                                   | 3,942   |       |       |        |       |       |        | 3,942   | San Diego Association of Governmen |
| R/W SUP (CT)                           |         |       |       |        |       |       |        |         | San Diego Association of Governmen |
| CON SUP (CT)                           |         |       |       |        |       |       |        |         | San Diego Association of Governmen |
| R/W                                    | 1,383   |       |       |        |       |       |        | 1,383   | San Diego Association of Governmen |
| CON                                    | 193,807 |       |       | 62,000 |       |       |        | 255,807 | San Diego Association of Governmen |
| TOTAL                                  | 199,132 |       |       | 62,000 |       |       |        | 261,132 |                                    |

| Proposed Total Project Cost (\$1,000s) |        |         |       |        |       |       |        |         | Notes |
|----------------------------------------|--------|---------|-------|--------|-------|-------|--------|---------|-------|
| Component                              | Prior  | 26-27   | 27-28 | 28-29  | 29-30 | 30-31 | 31-32+ | Total   |       |
| E&P (PA&ED)                            |        |         |       |        |       |       |        |         |       |
| PS&E                                   | 3,942  |         |       |        |       |       |        | 3,942   |       |
| R/W SUP (CT)                           |        |         |       |        |       |       |        |         |       |
| CON SUP (CT)                           |        |         |       |        |       |       |        |         |       |
| R/W                                    | 1,383  |         |       |        |       |       |        | 1,383   |       |
| CON                                    | 53,893 | 139,914 |       | 62,000 |       |       |        | 255,807 |       |
| TOTAL                                  | 59,218 | 139,914 |       | 62,000 |       |       |        | 261,132 |       |

| Fund #1:     | Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed) |       |       |       |       |       |        |         | Program Code        |
|--------------|------------------------------------------------------------------------------|-------|-------|-------|-------|-------|--------|---------|---------------------|
|              | Existing Funding (\$1,000s)                                                  |       |       |       |       |       |        |         | 20.30.207.811       |
| Component    | Prior                                                                        | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total   | Funding Agency      |
| E&P (PA&ED)  |                                                                              |       |       |       |       |       |        |         |                     |
| PS&E         | 3,942                                                                        |       |       |       |       |       |        | 3,942   | TIRCP Cycle 6 award |
| R/W SUP (CT) |                                                                              |       |       |       |       |       |        |         |                     |
| CON SUP (CT) |                                                                              |       |       |       |       |       |        |         |                     |
| R/W          | 1,383                                                                        |       |       |       |       |       |        | 1,383   |                     |
| CON          | 94,675                                                                       |       |       |       |       |       |        | 94,675  |                     |
| TOTAL        | 100,000                                                                      |       |       |       |       |       |        | 100,000 |                     |

| Proposed Funding (\$1,000s) |       |        |       |       |       |       |        |         | Notes |
|-----------------------------|-------|--------|-------|-------|-------|-------|--------|---------|-------|
| Component                   | Prior | 26-27  | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total   |       |
| E&P (PA&ED)                 |       |        |       |       |       |       |        |         |       |
| PS&E                        | 3,942 |        |       |       |       |       |        | 3,942   |       |
| R/W SUP (CT)                |       |        |       |       |       |       |        |         |       |
| CON SUP (CT)                |       |        |       |       |       |       |        |         |       |
| R/W                         | 1,383 |        |       |       |       |       |        | 1,383   |       |
| CON                         |       | 94,675 |       |       |       |       |        | 94,675  |       |
| TOTAL                       | 5,325 | 94,675 |       |       |       |       |        | 100,000 |       |

|                             |                                                                                |       |       |        |       |       |        |        |                                                                                                                                                                                                        |
|-----------------------------|--------------------------------------------------------------------------------|-------|-------|--------|-------|-------|--------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Fund #2:                    | Federal Disc. - Infrastructure For Rebuilding America (INFRA)Grant (Committed) |       |       |        |       |       |        |        | Program Code                                                                                                                                                                                           |
| Existing Funding (\$1,000s) |                                                                                |       |       |        |       |       |        |        | 20.XX.400.300                                                                                                                                                                                          |
| Component                   | Prior                                                                          | 26-27 | 27-28 | 28-29  | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                                                                                                                                                                                         |
| E&P (PA&ED)                 |                                                                                |       |       |        |       |       |        |        | U.S. Department of Transportation awarded \$53,893,206 of INFRA for the double-track bridge in January 2024. May need to request non-proportional funding depending on when funding will be available. |
| PS&E                        |                                                                                |       |       |        |       |       |        |        |                                                                                                                                                                                                        |
| R/W SUP (CT)                |                                                                                |       |       |        |       |       |        |        |                                                                                                                                                                                                        |
| CON SUP (CT)                |                                                                                |       |       |        |       |       |        |        |                                                                                                                                                                                                        |
| R/W                         |                                                                                |       |       |        |       |       |        |        |                                                                                                                                                                                                        |
| CON                         | 53,893                                                                         |       |       |        |       |       |        | 53,893 |                                                                                                                                                                                                        |
| TOTAL                       | 53,893                                                                         |       |       |        |       |       |        | 53,893 |                                                                                                                                                                                                        |
| Proposed Funding (\$1,000s) |                                                                                |       |       |        |       |       |        |        | Notes                                                                                                                                                                                                  |
| E&P (PA&ED)                 |                                                                                |       |       |        |       |       |        |        |                                                                                                                                                                                                        |
| PS&E                        |                                                                                |       |       |        |       |       |        |        |                                                                                                                                                                                                        |
| R/W SUP (CT)                |                                                                                |       |       |        |       |       |        |        |                                                                                                                                                                                                        |
| CON SUP (CT)                |                                                                                |       |       |        |       |       |        |        |                                                                                                                                                                                                        |
| R/W                         |                                                                                |       |       |        |       |       |        |        |                                                                                                                                                                                                        |
| CON                         | 53,893                                                                         |       |       |        |       |       |        | 53,893 |                                                                                                                                                                                                        |
| TOTAL                       | 53,893                                                                         |       |       |        |       |       |        | 53,893 |                                                                                                                                                                                                        |
| Fund #3:                    | IIP - National Hwy System (Committed)                                          |       |       |        |       |       |        |        | Program Code                                                                                                                                                                                           |
| Existing Funding (\$1,000s) |                                                                                |       |       |        |       |       |        |        | 30.20.020.720                                                                                                                                                                                          |
| Component                   | Prior                                                                          | 26-27 | 27-28 | 28-29  | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                                                                                                                                                                                         |
| E&P (PA&ED)                 |                                                                                |       |       |        |       |       |        |        | Caltrans HQ                                                                                                                                                                                            |
| PS&E                        |                                                                                |       |       |        |       |       |        |        | If the funds are not allocated in FY25/26, the project could be split in separate supplemental award packages or non-proportional spending may be requested to maintain the schedule.                  |
| R/W SUP (CT)                |                                                                                |       |       |        |       |       |        |        |                                                                                                                                                                                                        |
| CON SUP (CT)                |                                                                                |       |       |        |       |       |        |        |                                                                                                                                                                                                        |
| R/W                         |                                                                                |       |       |        |       |       |        |        |                                                                                                                                                                                                        |
| CON                         |                                                                                |       |       | 62,000 |       |       |        | 62,000 |                                                                                                                                                                                                        |
| TOTAL                       |                                                                                |       |       | 62,000 |       |       |        | 62,000 |                                                                                                                                                                                                        |
| Proposed Funding (\$1,000s) |                                                                                |       |       |        |       |       |        |        | Notes                                                                                                                                                                                                  |
| E&P (PA&ED)                 |                                                                                |       |       |        |       |       |        |        | Funding was proposed for FY 25/26, however, funds are currently programmed in FY 28/29. SANDAG will request an AB 3090 to be able to award project prior to FY 28/29.                                  |
| PS&E                        |                                                                                |       |       |        |       |       |        |        |                                                                                                                                                                                                        |
| R/W SUP (CT)                |                                                                                |       |       |        |       |       |        |        |                                                                                                                                                                                                        |
| CON SUP (CT)                |                                                                                |       |       |        |       |       |        |        |                                                                                                                                                                                                        |
| R/W                         |                                                                                |       |       |        |       |       |        |        |                                                                                                                                                                                                        |
| CON                         |                                                                                |       |       | 62,000 |       |       |        | 62,000 |                                                                                                                                                                                                        |
| TOTAL                       |                                                                                |       |       | 62,000 |       |       |        | 62,000 |                                                                                                                                                                                                        |

|                             |                                                                              |        |       |       |       |       |        |        |                                                                                                                                                                               |
|-----------------------------|------------------------------------------------------------------------------|--------|-------|-------|-------|-------|--------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Fund #4:                    | Local Funds - Local Transportation Funds - Advance Construction (Committed)  |        |       |       |       |       |        |        | Program Code                                                                                                                                                                  |
| Existing Funding (\$1,000s) |                                                                              |        |       |       |       |       |        |        | 20.10.400.100                                                                                                                                                                 |
| Component                   | Prior                                                                        | 26-27  | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                                                                                                                                                                |
| E&P (PA&ED)                 |                                                                              |        |       |       |       |       |        |        |                                                                                                                                                                               |
| PS&E                        |                                                                              |        |       |       |       |       |        |        |                                                                                                                                                                               |
| R/W SUP (CT)                |                                                                              |        |       |       |       |       |        |        |                                                                                                                                                                               |
| CON SUP (CT)                |                                                                              |        |       |       |       |       |        |        |                                                                                                                                                                               |
| R/W                         |                                                                              |        |       |       |       |       |        |        |                                                                                                                                                                               |
| CON                         | 8,842                                                                        |        |       |       |       |       |        | 8,842  |                                                                                                                                                                               |
| TOTAL                       | 8,842                                                                        |        |       |       |       |       |        | 8,842  |                                                                                                                                                                               |
| Proposed Funding (\$1,000s) |                                                                              |        |       |       |       |       |        |        | Notes                                                                                                                                                                         |
| E&P (PA&ED)                 |                                                                              |        |       |       |       |       |        |        |                                                                                                                                                                               |
| PS&E                        |                                                                              |        |       |       |       |       |        |        |                                                                                                                                                                               |
| R/W SUP (CT)                |                                                                              |        |       |       |       |       |        |        |                                                                                                                                                                               |
| CON SUP (CT)                |                                                                              |        |       |       |       |       |        |        |                                                                                                                                                                               |
| R/W                         |                                                                              |        |       |       |       |       |        |        |                                                                                                                                                                               |
| CON                         |                                                                              | 8,842  |       |       |       |       |        | 8,842  |                                                                                                                                                                               |
| TOTAL                       |                                                                              | 8,842  |       |       |       |       |        | 8,842  |                                                                                                                                                                               |
| Fund #5:                    | Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed) |        |       |       |       |       |        |        | Program Code                                                                                                                                                                  |
| Existing Funding (\$1,000s) |                                                                              |        |       |       |       |       |        |        | 20.30.207.811                                                                                                                                                                 |
| Component                   | Prior                                                                        | 26-27  | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                                                                                                                                                                |
| E&P (PA&ED)                 |                                                                              |        |       |       |       |       |        |        | Funding from this project will be allocated in FY24/25, however, it will not be spent until the Construction phase has started as it is for the construction of the platform. |
| PS&E                        |                                                                              |        |       |       |       |       |        |        |                                                                                                                                                                               |
| R/W SUP (CT)                |                                                                              |        |       |       |       |       |        |        |                                                                                                                                                                               |
| CON SUP (CT)                |                                                                              |        |       |       |       |       |        |        |                                                                                                                                                                               |
| R/W                         |                                                                              |        |       |       |       |       |        |        |                                                                                                                                                                               |
| CON                         | 36,397                                                                       |        |       |       |       |       |        | 36,397 |                                                                                                                                                                               |
| TOTAL                       | 36,397                                                                       |        |       |       |       |       |        | 36,397 |                                                                                                                                                                               |
| Proposed Funding (\$1,000s) |                                                                              |        |       |       |       |       |        |        | Notes                                                                                                                                                                         |
| E&P (PA&ED)                 |                                                                              |        |       |       |       |       |        |        |                                                                                                                                                                               |
| PS&E                        |                                                                              |        |       |       |       |       |        |        |                                                                                                                                                                               |
| R/W SUP (CT)                |                                                                              |        |       |       |       |       |        |        |                                                                                                                                                                               |
| CON SUP (CT)                |                                                                              |        |       |       |       |       |        |        |                                                                                                                                                                               |
| R/W                         |                                                                              |        |       |       |       |       |        |        |                                                                                                                                                                               |
| CON                         |                                                                              | 36,397 |       |       |       |       |        | 36,397 |                                                                                                                                                                               |
| TOTAL                       |                                                                              | 36,397 |       |       |       |       |        | 36,397 |                                                                                                                                                                               |

Funding from this project will be allocated in FY24/25, however, it will not be spent until the Construction phase has started as it is for the construction of the platform.

| Complete this page for amendments only |                  |       |        |            | Date 08/14/2025 08:45:34 |
|----------------------------------------|------------------|-------|--------|------------|--------------------------|
| District                               | County           | Route | EA     | Project ID | PPNO                     |
| 75                                     | San Diego County |       | T562GA |            | CP119                    |

SECTION 1 - All Projects

Project Background

The purpose of this project is to replace the 100-year-old wooden trestle San Dieguito Rail Bridge, add 1.1 mile of second mainline rail track between Solana Beach and Del Mar, and add an events platform at the Del Mar Fairgrounds for North County Transit District (NCTD) COASTER and Amtrak Pacific Surfliner trains. The new events platform will be located at the Del Mar Fairgrounds adjacent to its west parking lot. The platform will serve events at the fairgrounds, including the Del Mar racing season and the San Diego County Fair. This project is a critical part of the 351-mile Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor and serves as a vital link for passenger and freight movements in the San Diego region. The LOSSAN corridor is the second busiest intercity passenger rail line in the United States. Additionally, the corridor is the only viable freight rail link between San Diego and the rest of the nation.

Programming Change Requested

Updating ITIP funding to align with the approved 2024 STIP. Updating project schedule to align with changes to Phase 1 and current schedule for Phase 2 due to Right of Way delays.

Reason for Proposed Change

Updating Project Schedule and Funding.

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

The delay in obtaining the Right of Way Certification is due to several factors. In October 2023, SANDAG submitted appraisal report to the State of California Department of General Services (DGS) for review and acceptance of the proposed compensation for temporary and permanent right of way impact to the Fairgrounds. Due to resource constraints, DGS was not able to complete their review of the report before it became invalid after six months. In October 2024, SANDAG sent DGS the updated appraisal report for their review. Since late October 2024, SANDAG and DGS have undergone negotiations on the right of way compensations that is one of the key conditions of the Permit to Enter & Construct. Additionally, the compensation negotiations for the Permit to Enter and Construct with DGS took longer than initially anticipated, causing further delays in getting the supporting documentation for the right of way certification process. Lastly, there was ambiguity surrounding the relocation financial responsibilities outlined in the existing utility agreements between North County Transit District (NTCD) and the City of Del Mar, which required clarification and resolution before moving forward.

Other Significant Information

SECTION 2 - For SB1 Project Only

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

Project Milestones updated. Moved ITIP funding from FY 25/26 to FY 28/29 as per the 2024 approved STIP.

Approvals

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

| Name (Print or Type) | Signature | Title | Date |
|----------------------|-----------|-------|------|
|                      |           |       |      |



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SECTION 3 - All Projects

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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    | 10/10/2025 09:03:12 |
| 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                                                                                                                                                                                                         |       |            | 9894         | Caltrans HQ                          |         |                     |
| County                                                                                                                                                                                                     | Route | PM Back    | PM Ahead     | Co-Nominating Agency                 |         |                     |
| Madera County                                                                                                                                                                                              | 99    | 6.752      |              | San Joaquin Regional Rail Commission |         |                     |
|                                                                                                                                                                                                            |       |            |              | MPO                                  | Element |                     |
|                                                                                                                                                                                                            |       |            |              | MCTC                                 | Rail    |                     |
| Project Manager/Contact                                                                                                                                                                                    |       |            | Phone        | Email Address                        |         |                     |
| Dan Leavitt                                                                                                                                                                                                |       |            | 530-400-9475 | dan@acerail.com                      |         |                     |

**Project Title**  
 Madera High-Speed Rail Station Project

**Location (Project Limits), Description (Scope of Work)**  
 The project is located at 36° 56' 5" N and 119° 59' 7" W, roughly five miles southeast of the center of the City of Madera. It is less than two miles from the city limits and accessed by exiting SR 99 at Avenue 12 and traveling two and a half miles east. The city is in the California Central Valley between the Sierra Nevada Mountains and the Southern Coast Mountain Range. The project will construct a new station including related station access improvements (i.e. Bus Depot, Parking, Access Road, etc.) in Madera County for California's Interim HSR Service between Merced and Bakersfield. Reference the "Additional Information" tab for further details on the project scope. Located along Avenue 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.

| Component    | Implementing Agency                |
|--------------|------------------------------------|
| PA&ED        | San Joaquin Joint Powers Authority |
| PS&E         | San Joaquin Joint Powers Authority |
| Right of Way | San Joaquin Joint Powers Authority |
| Construction | San Joaquin Joint Powers Authority |

| Legislative Districts                                               |                      |                |            |
|---------------------------------------------------------------------|----------------------|----------------|------------|
| Assembly:                                                           | 4                    | Senate:        | 8          |
|                                                                     |                      | Congressional: | 13         |
| Project Milestone                                                   |                      | Existing       | Proposed   |
| Project Study Report Approved                                       |                      | 10/13/2023     |            |
| Begin Environmental (PA&ED) Phase                                   |                      |                | 05/01/2020 |
| Circulate Draft Environmental Document                              | Document Type ND/MND |                | 07/01/2020 |
| Draft Project Report                                                |                      |                | 10/13/2023 |
| End Environmental Phase (PA&ED Milestone)                           |                      |                | 03/20/2026 |
| Begin Design (PS&E) Phase                                           |                      |                | 07/01/2026 |
| End Design Phase (Ready to List for Advertisement Milestone)        |                      |                | 06/30/2028 |
| Begin Right of Way Phase                                            |                      |                | 07/01/2026 |
| End Right of Way Phase (Right of Way Certification Milestone)       |                      |                | 06/30/2028 |
| Begin Construction Phase (Contract Award Milestone)                 |                      |                | 03/01/2029 |
| End Construction Phase (Construction Contract Acceptance Milestone) |                      |                | 12/31/2030 |
| Begin Closeout Phase                                                |                      |                | 01/01/2031 |
| End Closeout Phase (Closeout Report)                                |                      |                | 06/30/2031 |

Date 10/10/2025 09:03:12

Purpose and Need

The Madera High-Speed Rail Station Project will enable a high-speed rail (HSR) station in Madera County, California, for the Merced-Bakersfield California HSR's Early Operating Segment and better connect existing intercity railroad services to economic and educational centers in Madera County.

|                                             |                                                                     |                                 |                                                                     |                          |                                                                     |
|---------------------------------------------|---------------------------------------------------------------------|---------------------------------|---------------------------------------------------------------------|--------------------------|---------------------------------------------------------------------|
| 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 | New stations | EA   | 1     |

Date 10/10/2025 09:03:12

#### Additional Information

**Platform:** A single side-loaded platform would be constructed parallel to the HSR trackwork (under construction) and immediately adjacent to the proposed station siding track. The platform would be approximately 1,000 feet long, include canopies and the height would accommodate trainsets for the HSR system.

**Trackwork and Overhead Contact System:** To access the HSR platform, a new station siding track would be constructed to the east of the two-track HSR mainline tracks (under construction). The length of the new station siding track, from the turnout locations at the north and south, would be approximately 14,600 feet. New crossover tracks would be constructed within the HSR corridor to the north and south of the station siding track to allow southbound HSR trains to access the HSR platform. The station siding track would include a new rail bridge over Cottonwood Creek. The proposed bridge would be a single track, 5-span continuous cast-in-place, reinforced concrete slab structure. Two storage tracks for HSR trains would be constructed. The first would extend approximately 1,900 feet north from the station siding track and the second would extend south from the station siding track, approximately 1,900 feet.

An overhead contact system (OCS) would be constructed along the length of the station siding and storage tracks to provide power to electrified trainsets. A small transmission power substation (TPSS) may be needed to provide power to the OCS system.

**Bus Depot:** An expanded bus depot going from two to six bays would be constructed west of the access road as it approaches the station parking lot.

**Parking:** The surface parking lot would be expanded to 400 spaces and connect to Avenue 12 via the access road discussed below. The pick-up/drop-off facility would be expanded with an additional 530 feet of curbside access across two additional lanes.

**Access Road:** For the trackwork required to reach the HSR platform, the access road would be reconfigured. It would shift east and rise to meet the elevated portion of the Avenue 12 grade separation at a new intersection. The access road would be widened from two lanes to four lanes. A Class I bikeway connecting the station to Avenue 12 (approximately 1.3 miles) would be constructed west of the widened access road. A two-lane auxiliary access road would be built around the southern and eastern sides of the proposed stormwater retaining pond to provide access into the expanded parking lot.

**Road Network:** The new station siding track would be constructed in the same space as the automobile underpass currently under construction as part of the HSR program. This would result in the removal of the roadway, severing the original vehicle access to the Avenue 12 frontage road on the south of elevated Avenue 12. To address this, a new underpass would be constructed to the east to connect to the at-grade frontage road along the south side of Avenue 12 and require penetrating the retained fill of the Avenue 12 grade separation structure, built as part of the HSR program, and constructing necessary support structures for the elevated Avenue 12.

**Initial Station Building:** An interim one-floor station building<sup>1</sup> would be built along the HSR platform to provide ticketing services, a waiting lobby, restrooms, staffing, and security. Lighting posts, signage, and bicycle storage facilities would be installed, as well as a stormwater retention pond for runoff from the paved portions of the project.

| 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            | 0       | 28,414          | -28,414  |
|                                             |                        |                                                            | VMT per Capita   | 0       | 0.6             | -0.6     |
|                                             | LPPC, SCCP, LPPF       | Person Hours of Travel Time Saved (Only 'Change' required) | Person Hours     | 0       | 216,185         | -216,185 |
|                                             |                        |                                                            | Hours per Capita | 0       | 4.38            | -4.38    |
| Air Quality & GHG (only 'Change' required)  | LPPC, SCCP, TCEP, LPPF | Particulate Matter                                         | PM 2.5 Tons      | 0       | 0.0058          | -0.0058  |
|                                             |                        |                                                            | PM 10 Tons       | 0       | 0.0068          | -0.0068  |
|                                             | LPPC, SCCP, TCEP, LPPF | Carbon Dioxide (CO2)                                       | Tons             | 0       | 2,434.4         | -2,434.4 |
|                                             | LPPC, SCCP, TCEP, LPPF | Volatile Organic Compounds (VOC)                           | Tons             | 0       | 0.0843          | -0.0843  |
|                                             | LPPC, SCCP, TCEP, LPPF | Sulphur Dioxides (SOx)                                     | Tons             | 0       | 0.0238          | -0.0238  |
|                                             | LPPC, SCCP, TCEP, LPPF | Carbon Monoxide (CO)                                       | Tons             | 0       | 6.8339          | -6.8339  |
|                                             | LPPC, SCCP, TCEP, LPPF | Nitrogen Oxides (NOx)                                      | Tons             | 0       | 0.314           | -0.314   |
| Safety                                      | LPPC, SCCP, TCEP, LPPF | Number of Fatalities                                       | Number           | 0       | 0               | 0        |
|                                             | LPPC, SCCP, TCEP, LPPF | Fatalities per 100 Million VMT                             | Number           | 0.00005 | 0               | 0.00005  |
|                                             | 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           | 0.0028  | 0               | 0.0028   |
| Economic Development                        | LPPC, SCCP, TCEP, LPPF | Jobs Created (Only 'Build' Required)                       | Number           | 1,749   | 0               | 1,749    |
| Cost Effectiveness (only 'Change' required) | LPPC, SCCP, TCEP, LPPF | Cost Benefit Ratio                                         | Ratio            | 1.39    | 0               | 1.39     |

| District | County        | Route | EA | Project ID | PPNO |
|----------|---------------|-------|----|------------|------|
| 75       | Madera County | 99    |    |            | 9894 |

Project Title

Madera High-Speed Rail Station Project

| Existing Total Project Cost (\$1,000s) |       |        |       |         |       |       |        |         | Implementing Agency                |
|----------------------------------------|-------|--------|-------|---------|-------|-------|--------|---------|------------------------------------|
| Component                              | Prior | 26-27  | 27-28 | 28-29   | 29-30 | 30-31 | 31-32+ | Total   |                                    |
| E&P (PA&ED)                            |       |        |       |         |       |       |        |         | San Joaquin Joint Powers Authority |
| PS&E                                   |       |        |       |         |       |       |        |         | San Joaquin Joint Powers Authority |
| R/W SUP (CT)                           |       |        |       |         |       |       |        |         | San Joaquin Joint Powers Authority |
| CON SUP (CT)                           |       |        |       |         |       |       |        |         | San Joaquin Joint Powers Authority |
| R/W                                    |       |        |       |         |       |       |        |         | San Joaquin Joint Powers Authority |
| CON                                    |       |        |       |         |       |       |        |         | San Joaquin Joint Powers Authority |
| TOTAL                                  |       |        |       |         |       |       |        |         |                                    |
| Proposed Total Project Cost (\$1,000s) |       |        |       |         |       |       |        |         | Notes                              |
| E&P (PA&ED)                            | 150   |        |       |         |       |       |        | 150     |                                    |
| PS&E                                   |       | 9,568  |       |         |       |       |        | 9,568   |                                    |
| R/W SUP (CT)                           |       |        |       |         |       |       |        |         |                                    |
| CON SUP (CT)                           |       |        |       |         |       |       |        |         |                                    |
| R/W                                    |       | 819    |       |         |       |       |        | 819     |                                    |
| CON                                    |       |        |       | 124,143 |       |       |        | 124,143 |                                    |
| TOTAL                                  | 150   | 10,387 |       | 124,143 |       |       |        | 134,680 |                                    |

| Fund #1:                    | IIP - National Hwy System (Committed) |       |       |        |       |       |        |        | Program Code                        |
|-----------------------------|---------------------------------------|-------|-------|--------|-------|-------|--------|--------|-------------------------------------|
| Existing Funding (\$1,000s) |                                       |       |       |        |       |       |        |        |                                     |
| Component                   | Prior                                 | 26-27 | 27-28 | 28-29  | 29-30 | 30-31 | 31-32+ | 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)                 |                                       |       |       |        |       |       |        |        | 2024 Cycle Funds                    |
| PS&E                        |                                       |       |       |        |       |       |        |        |                                     |
| R/W SUP (CT)                |                                       |       |       |        |       |       |        |        |                                     |
| CON SUP (CT)                |                                       |       |       |        |       |       |        |        |                                     |
| R/W                         |                                       |       |       |        |       |       |        |        |                                     |
| CON                         |                                       |       |       | 80,000 |       |       |        | 80,000 |                                     |
| TOTAL                       |                                       |       |       | 80,000 |       |       |        | 80,000 |                                     |

|                             |                                                                              |        |       |        |       |       |        |        |                                                                                                                                                                                                          |
|-----------------------------|------------------------------------------------------------------------------|--------|-------|--------|-------|-------|--------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Fund #2:                    | Local Funds - Transit and Intercity Rail Capital Program (TIRCP) (Committed) |        |       |        |       |       |        |        | Program Code                                                                                                                                                                                             |
| Existing Funding (\$1,000s) |                                                                              |        |       |        |       |       |        |        |                                                                                                                                                                                                          |
| Component                   | Prior                                                                        | 26-27  | 27-28 | 28-29  | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency                                                                                                                                                                                           |
| E&P (PA&ED)                 |                                                                              |        |       |        |       |       |        |        | Madera County Transportation Comm                                                                                                                                                                        |
| PS&E                        |                                                                              |        |       |        |       |       |        |        |                                                                                                                                                                                                          |
| R/W SUP (CT)                |                                                                              |        |       |        |       |       |        |        |                                                                                                                                                                                                          |
| CON SUP (CT)                |                                                                              |        |       |        |       |       |        |        |                                                                                                                                                                                                          |
| R/W                         |                                                                              |        |       |        |       |       |        |        |                                                                                                                                                                                                          |
| CON                         |                                                                              |        |       |        |       |       |        |        |                                                                                                                                                                                                          |
| TOTAL                       |                                                                              |        |       |        |       |       |        |        |                                                                                                                                                                                                          |
| Proposed Funding (\$1,000s) |                                                                              |        |       |        |       |       |        |        | Notes                                                                                                                                                                                                    |
| E&P (PA&ED)                 | 150                                                                          |        |       |        |       |       |        | 150    | SB 125 funds; NEPA work is anticipated to begin in April 2025.                                                                                                                                           |
| PS&E                        |                                                                              |        |       |        |       |       |        |        |                                                                                                                                                                                                          |
| R/W SUP (CT)                |                                                                              |        |       |        |       |       |        |        |                                                                                                                                                                                                          |
| CON SUP (CT)                |                                                                              |        |       |        |       |       |        |        |                                                                                                                                                                                                          |
| R/W                         |                                                                              |        |       |        |       |       |        |        |                                                                                                                                                                                                          |
| CON                         |                                                                              |        |       |        |       |       |        |        |                                                                                                                                                                                                          |
| TOTAL                       | 150                                                                          |        |       |        |       |       |        | 150    |                                                                                                                                                                                                          |
| Fund #3:                    | Other Fed - MPDG (Uncommitted)                                               |        |       |        |       |       |        |        | Program Code                                                                                                                                                                                             |
| Existing Funding (\$1,000s) |                                                                              |        |       |        |       |       |        |        |                                                                                                                                                                                                          |
| Component                   | Prior                                                                        | 26-27  | 27-28 | 28-29  | 29-30 | 30-31 | 31-32+ | 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)                 |                                                                              |        |       |        |       |       |        |        | Lawsuit is pending regarding USDOT rescinding the MPDG grant from this project. If lawsuit unsuccessful the Agency intends to coordinate with California High-Speed Rail Authority to fill the remaining |
| PS&E                        |                                                                              | 9,568  |       |        |       |       |        | 9,568  |                                                                                                                                                                                                          |
| R/W SUP (CT)                |                                                                              |        |       |        |       |       |        |        |                                                                                                                                                                                                          |
| CON SUP (CT)                |                                                                              |        |       |        |       |       |        |        |                                                                                                                                                                                                          |
| R/W                         |                                                                              | 819    |       |        |       |       |        | 819    |                                                                                                                                                                                                          |
| CON                         |                                                                              |        |       | 44,143 |       |       |        | 44,143 |                                                                                                                                                                                                          |
| TOTAL                       |                                                                              | 10,387 |       | 44,143 |       |       |        | 54,530 |                                                                                                                                                                                                          |

|                                                                                                                                                                                                            |       |            |              |                       |                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|------------|--------------|-----------------------|---------------------|
| Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO                                                                                                           |       |            |              | Date                  | 10/06/2025 15:25:34 |
| 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         | City of King          |                     |
| County                                                                                                                                                                                                     | Route | PM Back    | PM Ahead     | Co-Nominating Agency  |                     |
| Monterey County                                                                                                                                                                                            | CS    | 157.600    | 160.720      |                       |                     |
|                                                                                                                                                                                                            |       |            |              | MPO                   | Element             |
|                                                                                                                                                                                                            |       |            |              | AMBAG                 | Rail                |
| Project Manager/Contact                                                                                                                                                                                    |       |            | Phone        | Email Address         |                     |
| Octavio Hurtado, PE                                                                                                                                                                                        |       |            | 831-386-5927 | ohurtado@kingcity.com |                     |

Project Title

King City Multimodal Transportation Center (MMTC)

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

Creates a new rail station in south Monterey County and undertakes necessary track upgrades to allow for future regular service between underserved communities on the Central Coast to Northern and Southern California. The proposed MMTC is located west of the existing track between the proposed Broadway crossing and the San Lorenzo Creek in King City.

| Component    | Implementing Agency |
|--------------|---------------------|
| PA&ED        | City of King        |
| PS&E         | City of King        |
| Right of Way | City of King        |
| Construction | City of King        |

Legislative Districts

|           |    |         |    |                |    |
|-----------|----|---------|----|----------------|----|
| Assembly: | 29 | Senate: | 12 | Congressional: | 18 |
|-----------|----|---------|----|----------------|----|

| Project Milestone                                                   | Existing         | Proposed   |
|---------------------------------------------------------------------|------------------|------------|
| Project Study Report Approved                                       | 07/07/2023       |            |
| Begin Environmental (PA&ED) Phase                                   |                  | 09/30/2025 |
| Circulate Draft Environmental Document                              | Document Type CE | 04/30/2026 |
| Draft Project Report                                                |                  | 04/30/2026 |
| End Environmental Phase (PA&ED Milestone)                           |                  | 10/30/2026 |
| Begin Design (PS&E) Phase                                           |                  | 07/22/2020 |
| End Design Phase (Ready to List for Advertisement Milestone)        |                  | 10/07/2027 |
| Begin Right of Way Phase                                            |                  | 09/29/2026 |
| End Right of Way Phase (Right of Way Certification Milestone)       |                  | 09/30/2027 |
| Begin Construction Phase (Contract Award Milestone)                 |                  | 07/10/2028 |
| End Construction Phase (Construction Contract Acceptance Milestone) |                  | 10/31/2029 |
| Begin Closeout Phase                                                |                  | 11/05/2029 |
| End Closeout Phase (Closeout Report)                                |                  | 10/31/2030 |

Date 10/06/2025 15:25:34

Purpose and Need

Re-establish passenger service, bring back historic train station, accommodate U.S. Army Fort Hunter-Liggett (FGH) people traveling to and from the Bay Area, reduce greenhouse gas (GHG) emissions, fill in the rail service gap along the Central Coast by providing Coast Starlight Service and provide alternative transportation mode for a disadvantaged community.

|                                             |                                                                     |                                 |                                                                     |                          |                                                                     |
|---------------------------------------------|---------------------------------------------------------------------|---------------------------------|---------------------------------------------------------------------|--------------------------|---------------------------------------------------------------------|
| 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 | New stations       | EA    | 1     |
| Rail/ Multi-Modal | Miles of new track | Miles | 0.231 |

Additional Information

Design began in July of 2020. As Design progressed it was determined that an Environmental gap analysis is needed and the previous environmental review for the corridor could not be used. The consultant firm was recently chosen and contract negotiations is forthcoming.

| 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            | 100     | 0               | 100     |
|                                            |                        |                                                                                                                                          | VMt per Capita   | 100     | 0               | 100     |
|                                            | LPPC, SCCP, LPPF       | Person Hours of Travel Time Saved (Only 'Change' required)                                                                               | Person Hours     | 2       | 0               | 2       |
|                                            |                        |                                                                                                                                          | Hours per Capita | 4       | 0               | 4       |
|                                            | TCEP                   | Change in Daily Vehicle Hours of Delay                                                                                                   | Hours            | 164     | 0               | 164     |
| Throughput (Freight)                       | Optional               | Peak Period Person Throughput by Applicable Mode                                                                                         | # of Persons     | 60,000  | 0               | 60,000  |
| System Reliability (Freight)               | LPPC, SCCP, LPPF       | Level of Transit Delay (if required)                                                                                                     | % "On-time"      | 100     | 100             | 0       |
| Air Quality & GHG (only 'Change' required) | LPPC, SCCP, TCEP, LPPF | Carbon Dioxide (CO2)                                                                                                                     | Tons             | 661,881 | 0               | 661,881 |
| Safety                                     | Optional               | Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries                                                                    | Number           | 0       | 2               | -2      |
| Accessibility                              | Optional               | Number of Jobs Accessible by Mode                                                                                                        | Number           | 86      | 0               | 86      |
|                                            | Optional               | Number of Destinations Accessible by Mode                                                                                                | Number           | 2       | 0               | 2       |
|                                            | Optional               | Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop | %                | 100     | 100             | 0       |
| Economic Development                       | LPPC, SCCP, TCEP, LPPF | Jobs Created (Only 'Build' Required)                                                                                                     | Number           | 12      | 0               | 12      |

| District | County          | Route | EA | Project ID | PPNO |
|----------|-----------------|-------|----|------------|------|
| 75       | Monterey County | CS    |    |            | 9890 |

**Project Title**

King City Multimodal Transportation Center (MMTC)

| Existing Total Project Cost (\$1,000s) |       |       |       |        |       |       |        |        | Implementing Agency |
|----------------------------------------|-------|-------|-------|--------|-------|-------|--------|--------|---------------------|
| Component                              | Prior | 26-27 | 27-28 | 28-29  | 29-30 | 30-31 | 31-32+ | Total  |                     |
| E&P (PA&ED)                            |       |       |       |        |       |       |        |        | City of King        |
| PS&E                                   |       |       |       |        |       |       |        |        | City of King        |
| R/W SUP (CT)                           |       |       |       |        |       |       |        |        | City of King        |
| CON SUP (CT)                           |       |       |       |        |       |       |        |        | City of King        |
| R/W                                    |       |       |       |        |       |       |        |        | City of King        |
| CON                                    |       |       |       |        |       |       |        |        | City of King        |
| TOTAL                                  |       |       |       |        |       |       |        |        |                     |
| Proposed Total Project Cost (\$1,000s) |       |       |       |        |       |       |        |        | Notes               |
| E&P (PA&ED)                            | 2,000 |       |       |        |       |       |        | 2,000  |                     |
| PS&E                                   | 1,471 |       |       |        |       |       |        | 1,471  |                     |
| R/W SUP (CT)                           |       |       |       |        |       |       |        |        |                     |
| CON SUP (CT)                           |       |       |       |        |       |       |        |        |                     |
| R/W                                    |       |       |       |        |       |       |        |        |                     |
| CON                                    |       |       |       | 50,981 |       |       |        | 50,981 |                     |
| TOTAL                                  | 3,471 |       |       | 50,981 |       |       |        | 54,452 |                     |

| Fund #1:                    | Other State - State Rail Assistance (Committed) |       |       |       |       |       |        |       | Program Code                       |
|-----------------------------|-------------------------------------------------|-------|-------|-------|-------|-------|--------|-------|------------------------------------|
| Existing Funding (\$1,000s) |                                                 |       |       |       |       |       |        |       |                                    |
| Component                   | Prior                                           | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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)                 |                                                 |       |       |       |       |       |        |       | CalSTA State Rail Assistance (SRA) |
| PS&E                        | 1,471                                           |       |       |       |       |       |        | 1,471 |                                    |
| R/W SUP (CT)                |                                                 |       |       |       |       |       |        |       |                                    |
| CON SUP (CT)                |                                                 |       |       |       |       |       |        |       |                                    |
| R/W                         |                                                 |       |       |       |       |       |        |       |                                    |
| CON                         |                                                 |       |       |       |       |       |        |       |                                    |
| TOTAL                       | 1,471                                           |       |       |       |       |       |        | 1,471 |                                    |

|                             |                                                                              |       |       |        |       |       |        |        |                |
|-----------------------------|------------------------------------------------------------------------------|-------|-------|--------|-------|-------|--------|--------|----------------|
| Fund #2:                    | Other State - Amtrak (Committed)                                             |       |       |        |       |       |        |        | Program Code   |
| Existing Funding (\$1,000s) |                                                                              |       |       |        |       |       |        |        |                |
| Component                   | Prior                                                                        | 26-27 | 27-28 | 28-29  | 29-30 | 30-31 | 31-32+ | 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                         |                                                                              |       |       | 5,000  |       |       |        | 5,000  |                |
| TOTAL                       |                                                                              |       |       | 5,000  |       |       |        | 5,000  |                |
| Fund #3:                    | Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed) |       |       |        |       |       |        |        | Program Code   |
| Existing Funding (\$1,000s) |                                                                              |       |       |        |       |       |        |        |                |
| Component                   | Prior                                                                        | 26-27 | 27-28 | 28-29  | 29-30 | 30-31 | 31-32+ | 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                         |                                                                              |       |       | 25,000 |       |       |        | 25,000 |                |
| TOTAL                       |                                                                              |       |       | 25,000 |       |       |        | 25,000 |                |

|                             |                                                     |       |       |       |       |       |        |       |                                                                                           |
|-----------------------------|-----------------------------------------------------|-------|-------|-------|-------|-------|--------|-------|-------------------------------------------------------------------------------------------|
| Fund #4:                    | Other State - TAMC SB125 TIRCP Revenues (Committed) |       |       |       |       |       |        |       | Program Code                                                                              |
| Existing Funding (\$1,000s) |                                                     |       |       |       |       |       |        |       |                                                                                           |
| Component                   | Prior                                               | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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)                 | 2,000                                               |       |       |       |       |       |        | 2,000 | 2,000 to be used for Environmental Review in 25/26 and 5,500 to be used for construction. |
| PS&E                        |                                                     |       |       |       |       |       |        |       |                                                                                           |
| R/W SUP (CT)                |                                                     |       |       |       |       |       |        |       |                                                                                           |
| CON SUP (CT)                |                                                     |       |       |       |       |       |        |       |                                                                                           |
| R/W                         |                                                     |       |       |       |       |       |        |       |                                                                                           |
| CON                         |                                                     |       |       | 5,500 |       |       |        | 5,500 |                                                                                           |
| TOTAL                       | 2,000                                               |       |       | 5,500 |       |       |        | 7,500 |                                                                                           |
| Fund #5:                    | Other State - STA Transit Assist (Committed)        |       |       |       |       |       |        |       | Program Code                                                                              |
| Existing Funding (\$1,000s) |                                                     |       |       |       |       |       |        |       |                                                                                           |
| Component                   | Prior                                               | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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)                 |                                                     |       |       |       |       |       |        |       | CalSTA State Rail Assistance (SRA)                                                        |
| PS&E                        |                                                     |       |       |       |       |       |        |       |                                                                                           |
| R/W SUP (CT)                |                                                     |       |       |       |       |       |        |       |                                                                                           |
| CON SUP (CT)                |                                                     |       |       |       |       |       |        |       |                                                                                           |
| R/W                         |                                                     |       |       |       |       |       |        |       |                                                                                           |
| CON                         |                                                     |       |       | 6,375 |       |       |        | 6,375 |                                                                                           |
| TOTAL                       |                                                     |       |       | 6,375 |       |       |        | 6,375 |                                                                                           |

|                             |                                       |       |       |       |       |       |        |       |                                                                                                             |
|-----------------------------|---------------------------------------|-------|-------|-------|-------|-------|--------|-------|-------------------------------------------------------------------------------------------------------------|
| Fund #6:                    | IIP - National Hwy System (Committed) |       |       |       |       |       |        |       | Program Code                                                                                                |
| Existing Funding (\$1,000s) |                                       |       |       |       |       |       |        |       |                                                                                                             |
| Component                   | Prior                                 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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)                 |                                       |       |       |       |       |       |        |       | Funding request increased to account for project shortfall due to cost of environmental gap analysis review |
| PS&E                        |                                       |       |       |       |       |       |        |       |                                                                                                             |
| R/W SUP (CT)                |                                       |       |       |       |       |       |        |       |                                                                                                             |
| CON SUP (CT)                |                                       |       |       |       |       |       |        |       |                                                                                                             |
| R/W                         |                                       |       |       |       |       |       |        |       |                                                                                                             |
| CON                         |                                       |       |       | 9,106 |       |       |        | 9,106 |                                                                                                             |
| TOTAL                       |                                       |       |       | 9,106 |       |       |        | 9,106 |                                                                                                             |

|                                                                                                                                                                                                            |       |            |              |                              |                   |                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|------------|--------------|------------------------------|-------------------|---------------------|
| Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO                                                                                                           |       |            |              |                              | Date              | 10/14/2025 10:19:10 |
| 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                                                                                                                                                                                                         |       |            | 2227         | Caltrans District 3          |                   |                     |
| County                                                                                                                                                                                                     | Route | PM Back    | PM Ahead     | Co-Nominating Agency         |                   |                     |
| Sacramento County                                                                                                                                                                                          |       |            |              | City of Sacramento           |                   |                     |
|                                                                                                                                                                                                            |       |            |              | MPO                          | Element           |                     |
|                                                                                                                                                                                                            |       |            |              | SACOG                        | Mass Transit (MT) |                     |
| Project Manager/Contact                                                                                                                                                                                    |       |            | Phone        | Email Address                |                   |                     |
| Greg Taylor                                                                                                                                                                                                |       |            | 916-808-5268 | gtaylor@cityofsacramento.org |                   |                     |

**Project Title**

Sacramento Downtown Regional Bus Route Consolidation - Bus Stop Improvements

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

In the City of Sacramento, Sacramento County, The project will construct 17 new enhanced bus stops serving the region's bus commute service agencies to/from Downtown Sacramento in a route consolidation that integrates the regional commuter routes into a unified route that serves Sacramento Valley Station, and will also provide additional connectivity to the planned Valley Rail Midtown Station for the San Joaquin and Altamont Commuter Express (ACE) services. The project will consolidate and unify a common routing for all agencies providing integrated access between regional transit and intercity passenger rail stations, with focus on expanded transit facilities at SVS. The project will provide continuity and directly connect people from the SACOG metropolitan region and also provide a broader opportunity for outlying counties to connect to downtown Sacramento with SVS and contribute to overall regional air-quality by reducing VMT and GHG.

| Component    | Implementing Agency |
|--------------|---------------------|
| PA&ED        | City of Sacramento  |
| PS&E         | City of Sacramento  |
| Right of Way | City of Sacramento  |
| Construction | City of Sacramento  |

**Legislative Districts**

|           |   |         |   |                |   |
|-----------|---|---------|---|----------------|---|
| Assembly: | 7 | Senate: | 6 | Congressional: | 6 |
|-----------|---|---------|---|----------------|---|

| Project Milestone                                                   | Existing      | Proposed   |
|---------------------------------------------------------------------|---------------|------------|
| Project Study Report Approved                                       | 06/24/2022    |            |
| Begin Environmental (PA&ED) Phase                                   |               | 01/01/2021 |
| Circulate Draft Environmental Document                              | Document Type | 05/01/2021 |
| Draft Project Report                                                |               | 06/24/2022 |
| End Environmental Phase (PA&ED Milestone)                           |               | 11/27/2023 |
| Begin Design (PS&E) Phase                                           |               | 10/09/2024 |
| End Design Phase (Ready to List for Advertisement Milestone)        |               | 10/30/2026 |
| Begin Right of Way Phase                                            |               | 10/30/2026 |
| End Right of Way Phase (Right of Way Certification Milestone)       |               | 10/30/2026 |
| Begin Construction Phase (Contract Award Milestone)                 |               | 06/01/2027 |
| End Construction Phase (Construction Contract Acceptance Milestone) |               | 06/30/2028 |
| Begin Closeout Phase                                                |               | 07/03/2028 |
| End Closeout Phase (Closeout Report)                                |               | 12/29/2028 |

Date 10/14/2025 10:19:10

Purpose and Need

The current condition finds an inefficient and uncoordinated grouping of individual transit agencies with their own route and stops throughout the downtown, none of which connect directly to passenger rail at the Sacramento Valley Station.

In 2021 to 2022, with funds from TIRCP Cycle 4, the Sacramento Area Council of Governments (SACOG) conducted a study for route consolidation that integrates the regional commuter routes into a unified, coherent, and identifiable system connecting to the passenger rail system at the Sacramento Valley Station and will also support the planned Midtown Station for Valley Rail.

The benefit of a multi-agency route and systematically placed stops benefits riders with clarity of stop locations, transfer options, and an overall "branding" of the route which is identifiable to the public. This project will also encourage co-location with non-commuter agencies to populate the stops throughout the day, which would include Sacramento Regional Transit, Paratransit and also provide options to other local shuttle services. The project will increase multimodal access and safety, provide travel time savings, reduce congestion, reduce greenhouse gas emissions, and improve the user experience that will help promote transit and passenger rail ridership.

|                                             |                                                                     |                                 |                                                                     |                          |                                                                     |
|---------------------------------------------|---------------------------------------------------------------------|---------------------------------|---------------------------------------------------------------------|--------------------------|---------------------------------------------------------------------|
| 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 | Station improvements | EA   | 17    |

Additional Information

The City of Sacramento filed a Notice of Exemption (NOE) on November 27, 2023 for the project with a finding that the project is statutorily exempt from CEQA under PRC Section 21080.25(b)(3) - Transit Prioritization Projects and a Categorical Exemption-State Class 1 and Section Numbers 15301. The reason for the finding is stated in the NOE as the following: "The project consists of new transit stops in the public rights-of-way consistent with r PRC Section 21080.25(c) and (d). 15301 - The project is a minor alteration to existing streets, sidewalks, gutters, and similar facilities and other alterations such as the transit related facilities that do not create additional automobile lanes."

Description/Location (cont.): In the City of Sacramento, the stops replace a random collection of 34 stops provided by each agency. The bus routes and stops will be implemented on the following public streets: 5th Street, Railyards Blvd to J Street; I Street, 5th St to 8th St; J Street, 5th St. to 9th St.; 8th Street, I St. to P St.; 9th Street, J St. to N Street; N Street, 9th St. to 15th St.; P Street, 8th St. to 20th St.; 15th Street, N St. to Q St.; Q Street, 15th St. to 20th St.

| 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 | 13,951 | 0               | 13,951 |

| District | County            | Route | EA | Project ID | PPNO |
|----------|-------------------|-------|----|------------|------|
| 03       | Sacramento County |       |    |            | 2227 |

**Project Title**

Sacramento Downtown Regional Bus Route Consolidation - Bus Stop Improvements

| Existing Total Project Cost (\$1,000s) |       |       |       |       |        |       |        |        | Implementing Agency |
|----------------------------------------|-------|-------|-------|-------|--------|-------|--------|--------|---------------------|
| Component                              | Prior | 26-27 | 27-28 | 28-29 | 29-30  | 30-31 | 31-32+ | Total  |                     |
| E&P (PA&ED)                            |       |       |       |       |        |       |        |        | City of Sacramento  |
| PS&E                                   |       |       |       |       |        |       |        |        | City of Sacramento  |
| R/W SUP (CT)                           |       |       |       |       |        |       |        |        | City of Sacramento  |
| CON SUP (CT)                           |       |       |       |       |        |       |        |        | City of Sacramento  |
| R/W                                    |       |       |       |       |        |       |        |        | City of Sacramento  |
| CON                                    |       |       |       |       |        |       |        |        | City of Sacramento  |
| TOTAL                                  |       |       |       |       |        |       |        |        |                     |
| Proposed Total Project Cost (\$1,000s) |       |       |       |       |        |       |        |        | Notes               |
| E&P (PA&ED)                            |       |       |       |       |        |       |        |        |                     |
| PS&E                                   | 2,000 |       |       |       |        |       |        | 2,000  |                     |
| R/W SUP (CT)                           |       |       |       |       |        |       |        |        |                     |
| CON SUP (CT)                           |       |       |       |       |        |       |        |        |                     |
| R/W                                    |       |       |       |       |        |       |        |        |                     |
| CON                                    |       |       |       |       | 16,450 |       |        | 16,450 |                     |
| TOTAL                                  | 2,000 |       |       |       | 16,450 |       |        | 18,450 |                     |

| Fund #1:                    | IIP - National Hwy System (Uncommitted) |       |       |       |        |       |        |        | Program Code                                                                                                                           |
|-----------------------------|-----------------------------------------|-------|-------|-------|--------|-------|--------|--------|----------------------------------------------------------------------------------------------------------------------------------------|
| Existing Funding (\$1,000s) |                                         |       |       |       |        |       |        |        |                                                                                                                                        |
| Component                   | Prior                                   | 26-27 | 27-28 | 28-29 | 29-30  | 30-31 | 31-32+ | Total  | Funding Agency                                                                                                                         |
| E&P (PA&ED)                 |                                         |       |       |       |        |       |        |        | Caltrans District 3                                                                                                                    |
| PS&E                        |                                         |       |       |       |        |       |        |        |                                                                                                                                        |
| R/W SUP (CT)                |                                         |       |       |       |        |       |        |        |                                                                                                                                        |
| CON SUP (CT)                |                                         |       |       |       |        |       |        |        |                                                                                                                                        |
| R/W                         |                                         |       |       |       |        |       |        |        |                                                                                                                                        |
| CON                         |                                         |       |       |       |        |       |        |        |                                                                                                                                        |
| TOTAL                       |                                         |       |       |       |        |       |        |        |                                                                                                                                        |
| Proposed Funding (\$1,000s) |                                         |       |       |       |        |       |        |        | Notes                                                                                                                                  |
| E&P (PA&ED)                 |                                         |       |       |       |        |       |        |        | ITIP 2026 _ Project would be ready for funding in FY 28/29 and would anticipate making a request for funds to be allocated in advance. |
| PS&E                        |                                         |       |       |       |        |       |        |        |                                                                                                                                        |
| R/W SUP (CT)                |                                         |       |       |       |        |       |        |        |                                                                                                                                        |
| CON SUP (CT)                |                                         |       |       |       |        |       |        |        |                                                                                                                                        |
| R/W                         |                                         |       |       |       |        |       |        |        |                                                                                                                                        |
| CON                         |                                         |       |       |       | 14,500 |       |        | 14,500 |                                                                                                                                        |
| TOTAL                       |                                         |       |       |       | 14,500 |       |        | 14,500 |                                                                                                                                        |

ITIP 2026 \_ Project would be ready for funding in FY 28/29 and would anticipate making a request for funds to be allocated in advance.

| Fund #2:                    | Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed) |       |       |       |       |       |        |       | Program Code                                                                                                                      |
|-----------------------------|------------------------------------------------------------------------------|-------|-------|-------|-------|-------|--------|-------|-----------------------------------------------------------------------------------------------------------------------------------|
| Existing Funding (\$1,000s) |                                                                              |       |       |       |       |       |        |       |                                                                                                                                   |
| Component                   | Prior                                                                        | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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)                 |                                                                              |       |       |       |       |       |        |       | TIRCP Cycle 5 Funds - project schedule for completion of PS&E and other project coordination would enable CON to start in FY28/29 |
| PS&E                        | 2,000                                                                        |       |       |       |       |       |        | 2,000 |                                                                                                                                   |
| R/W SUP (CT)                |                                                                              |       |       |       |       |       |        |       |                                                                                                                                   |
| CON SUP (CT)                |                                                                              |       |       |       |       |       |        |       |                                                                                                                                   |
| R/W                         |                                                                              |       |       |       |       |       |        |       |                                                                                                                                   |
| CON                         |                                                                              |       |       |       | 1,950 |       |        | 1,950 |                                                                                                                                   |
| TOTAL                       | 2,000                                                                        |       |       |       | 1,950 |       |        | 3,950 |                                                                                                                                   |

|                                                                                                                                                                                                            |       |            |              |                              |         |                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|------------|--------------|------------------------------|---------|---------------------|
| Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO                                                                                                           |       |            |              |                              | Date    | 10/13/2025 13:03:53 |
| 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                                                                                                                                                                                                         |       | 0000001536 | 2194A        | Caltrans HQ                  |         |                     |
| County                                                                                                                                                                                                     | Route | PM Back    | PM Ahead     | Co-Nominating Agency         |         |                     |
| VAR                                                                                                                                                                                                        |       |            |              |                              |         |                     |
|                                                                                                                                                                                                            |       |            |              | MPO                          | Element |                     |
|                                                                                                                                                                                                            |       |            |              | NON-MPO                      | Rail    |                     |
| Project Manager/Contact                                                                                                                                                                                    |       |            | Phone        | Email Address                |         |                     |
| Berinder Dhaliwal                                                                                                                                                                                          |       |            | 916-862-2846 | berinder.dhaliwal@dot.ca.gov |         |                     |

**Project Title**

Coast Subdivision Positive Train Control Implementation Project

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

On the Union Pacific Railroad (UPRR) Coast Subdivision between Gilroy and N. Salinas (MP 76.98 to MP 115.16); and Salinas and San Luis Obispo (MP 115.71 to MP 248.62). Project traverses Monterey, San Benito, San Luis Obispo, Santa Clara, and Santa Cruz Counties. Proposed project will entail design and installation of wayside signal systems at existing control points and intermediate signal locations. Construction work will include design and installation of PTC equipment, including radio and network elements at each control point and at intermediate signal locations. Costs include UPRR telecommunications installation and operation. Work will also include PTC radio frequency studies and licensing for each location.

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

**Legislative Districts**

Assembly: 18,35,20,25,29,30 Senate: 17,9,10,12 Congressional: 17,19,20,24,11,15

| Project Milestone                                                   | Existing   | Proposed   |
|---------------------------------------------------------------------|------------|------------|
| Project Study Report Approved                                       | 02/25/2021 |            |
| Begin Environmental (PA&ED) Phase                                   |            | 07/17/2023 |
| Circulate Draft Environmental Document Document Type CE             |            | 05/06/2024 |
| Draft Project Report                                                |            | 02/25/2021 |
| End Environmental Phase (PA&ED Milestone)                           |            | 12/31/2025 |
| Begin Design (PS&E) Phase                                           |            | 07/01/2023 |
| End Design Phase (Ready to List for Advertisement Milestone)        |            | 01/31/2026 |
| Begin Right of Way Phase                                            |            | 07/01/2023 |
| 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) |            | 03/01/2029 |
| Begin Closeout Phase                                                |            | 06/01/2029 |
| End Closeout Phase (Closeout Report)                                |            | 09/01/2029 |

Date 10/13/2025 13:03:53

Purpose and Need

This project helps meet federal regulations to implement PTC if passenger rail service is increased in the project area. In the near term, this project will improve long distance intercity passenger rail (Coast Starlight and state supported services connecting the central coast), commuter rail (Transit Agency of Monterey County), and freight/goods movement. In the long term, this improvement will be in place to support the service and ridership objectives of the Capitol Corridor Joint Powers Authority.

|                                             |                                                                     |                                 |                                                                     |                          |                                                                     |
|---------------------------------------------|---------------------------------------------------------------------|---------------------------------|---------------------------------------------------------------------|--------------------------|---------------------------------------------------------------------|
| 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 rehabilitated track | Miles | 171.09 |

Additional Information

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

Category and Outputs Section: 170 miles of track are reported to be rehabilitated in the Category and Outputs Section. This project does not fund complete track rehabilitation. The work will only focus on installing PTC for the 170 miles of track. The Category and Outputs section does not have an appropriate drop-down option for describing the outputs of PTC implementation, so we have selected the 'Track Rehabilitation' output as the closest match.

| 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          | 0     | 456,906,620     | -456,906,620    |
|                                     |                        |                                         | VMT per Capita | 0     | 0               | 0               |
| Safety                              | LPPC, SCCP, TCEP, LPPF | Number of Fatalities                    | Number         | 0     | 8.4             | -8.4            |
|                                     | LPPC, SCCP, TCEP, LPPF | Number of Serious Injuries              | Number         | 0     | 125             | -125            |
|                                     | Optional               | Accident Cost Savings                   | Dollars        | 0     | 164,874,073.59  | -164,874,073.59 |

| District | County | Route | EA | Project ID | PPNO  |
|----------|--------|-------|----|------------|-------|
| 75       | VAR    |       |    | 0000001536 | 2194A |

Project Title

Coast Subdivision Positive Train Control Implementation Project

| Existing Total Project Cost (\$1,000s) |        |       |       |       |        |       |        |        | Implementing Agency |
|----------------------------------------|--------|-------|-------|-------|--------|-------|--------|--------|---------------------|
| Component                              | Prior  | 26-27 | 27-28 | 28-29 | 29-30  | 30-31 | 31-32+ | Total  |                     |
| E&P (PA&ED)                            |        |       |       |       |        |       |        |        | Caltrans HQ         |
| PS&E                                   |        |       |       |       |        |       |        |        | Caltrans HQ         |
| R/W SUP (CT)                           |        |       |       |       |        |       |        |        | Caltrans HQ         |
| CON SUP (CT)                           |        |       |       |       |        |       |        |        | Caltrans HQ         |
| R/W                                    |        |       |       |       |        |       |        |        | Caltrans HQ         |
| CON                                    |        |       |       |       |        |       |        |        | Caltrans HQ         |
| TOTAL                                  |        |       |       |       |        |       |        |        |                     |
| Proposed Total Project Cost (\$1,000s) |        |       |       |       |        |       |        |        | Notes               |
| E&P (PA&ED)                            |        |       |       |       |        |       |        |        |                     |
| PS&E                                   |        |       |       |       |        |       |        |        |                     |
| R/W SUP (CT)                           |        |       |       |       |        |       |        |        |                     |
| CON SUP (CT)                           |        |       |       |       |        |       |        |        |                     |
| R/W                                    |        |       |       |       |        |       |        |        |                     |
| CON                                    | 59,813 |       |       |       | 16,659 |       |        | 76,472 |                     |
| TOTAL                                  | 59,813 |       |       |       | 16,659 |       |        | 76,472 |                     |

| Fund #1:                    | Federal Disc. - Earmark Repurposing (Committed) |       |       |       |       |       |        |        | Program Code   |
|-----------------------------|-------------------------------------------------|-------|-------|-------|-------|-------|--------|--------|----------------|
| Existing Funding (\$1,000s) |                                                 |       |       |       |       |       |        |        |                |
| Component                   | Prior                                           | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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                         | 10,358                                          |       |       |       |       |       |        | 10,358 |                |
| TOTAL                       | 10,358                                          |       |       |       |       |       |        | 10,358 |                |

|                             |                                                 |       |       |       |       |       |        |        |                |
|-----------------------------|-------------------------------------------------|-------|-------|-------|-------|-------|--------|--------|----------------|
| Fund #2:                    | Other State - CMAQ (through Amtrak) (Committed) |       |       |       |       |       |        |        | Program Code   |
| Existing Funding (\$1,000s) |                                                 |       |       |       |       |       |        |        |                |
| Component                   | Prior                                           | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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                         | 11,365                                          |       |       |       |       |       |        | 11,365 |                |
| TOTAL                       | 11,365                                          |       |       |       |       |       |        | 11,365 |                |
| Fund #3:                    | Other State - SB125 (through TAMC) (Committed)  |       |       |       |       |       |        |        | Program Code   |
| Existing Funding (\$1,000s) |                                                 |       |       |       |       |       |        |        |                |
| Component                   | Prior                                           | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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                         | 4,695                                           |       |       |       |       |       |        | 4,695  |                |
| TOTAL                       | 4,695                                           |       |       |       |       |       |        | 4,695  |                |

|                             |                                                  |       |       |       |       |       |        |        |                |
|-----------------------------|--------------------------------------------------|-------|-------|-------|-------|-------|--------|--------|----------------|
| Fund #4:                    | Other State - SRA (Committed)                    |       |       |       |       |       |        |        | Program Code   |
| Existing Funding (\$1,000s) |                                                  |       |       |       |       |       |        |        |                |
| Component                   | Prior                                            | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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                         | 29,780                                           |       |       |       |       |       |        | 29,780 |                |
| TOTAL                       | 29,780                                           |       |       |       |       |       |        | 29,780 |                |
| Fund #5:                    | Other State - SB125 (through SLOCOG) (Committed) |       |       |       |       |       |        |        | Program Code   |
| Existing Funding (\$1,000s) |                                                  |       |       |       |       |       |        |        |                |
| Component                   | Prior                                            | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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                         | 2,000                                            |       |       |       |       |       |        | 2,000  |                |
| TOTAL                       | 2,000                                            |       |       |       |       |       |        | 2,000  |                |

|                             |                                                |       |       |       |        |       |        |        |                                                                                           |
|-----------------------------|------------------------------------------------|-------|-------|-------|--------|-------|--------|--------|-------------------------------------------------------------------------------------------|
| Fund #6:                    | Other State - TIRCP (through TAMC) (Committed) |       |       |       |        |       |        |        | Program Code                                                                              |
| Existing Funding (\$1,000s) |                                                |       |       |       |        |       |        |        |                                                                                           |
| Component                   | Prior                                          | 26-27 | 27-28 | 28-29 | 29-30  | 30-31 | 31-32+ | 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                         | 1,615                                          |       |       |       |        |       |        | 1,615  |                                                                                           |
| TOTAL                       | 1,615                                          |       |       |       |        |       |        | 1,615  |                                                                                           |
| Fund #7:                    | IIP - STIP - Federal/State (Uncommitted)       |       |       |       |        |       |        |        | Program Code                                                                              |
| Existing Funding (\$1,000s) |                                                |       |       |       |        |       |        |        |                                                                                           |
| Component                   | Prior                                          | 26-27 | 27-28 | 28-29 | 29-30  | 30-31 | 31-32+ | 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)                 |                                                |       |       |       |        |       |        |        | CON schedule does not align with Programed FY. Planned advance allocation is anticipated. |
| PS&E                        |                                                |       |       |       |        |       |        |        |                                                                                           |
| R/W SUP (CT)                |                                                |       |       |       |        |       |        |        |                                                                                           |
| CON SUP (CT)                |                                                |       |       |       |        |       |        |        |                                                                                           |
| R/W                         |                                                |       |       |       |        |       |        |        |                                                                                           |
| CON                         |                                                |       |       |       | 16,659 |       |        | 16,659 |                                                                                           |
| TOTAL                       |                                                |       |       |       | 16,659 |       |        | 16,659 |                                                                                           |

|                                                                                                                                                                                                            |       |            |              |                           |         |                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|------------|--------------|---------------------------|---------|---------------------|
| Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO                                                                                                           |       |            |              |                           | Date    | 10/09/2025 14:52:27 |
| 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                                                                                                                                                                                                         |       | 021000225  | 2191         | Caltrans HQ               |         |                     |
| County                                                                                                                                                                                                     | Route | PM Back    | PM Ahead     | Co-Nominating Agency      |         |                     |
| Stanislaus County                                                                                                                                                                                          |       |            |              |                           |         |                     |
|                                                                                                                                                                                                            |       |            |              | MPO                       | Element |                     |
|                                                                                                                                                                                                            |       |            |              | NON-MPO                   | Rail    |                     |
| Project Manager/Contact                                                                                                                                                                                    |       |            | Phone        | Email Address             |         |                     |
| Betty Miller                                                                                                                                                                                               |       |            | 916-907-2208 | betty.l.miller@dot.ca.gov |         |                     |

Project Title

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

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

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

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

Legislative Districts

Assembly: 12 Senate: 5,8 Congressional: 9,10

| Project Milestone                                                   | Existing         | Proposed   |
|---------------------------------------------------------------------|------------------|------------|
| Project Study Report Approved                                       | 03/01/2021       |            |
| Begin Environmental (PA&ED) Phase                                   |                  | 07/06/2021 |
| Circulate Draft Environmental Document                              | Document Type CE |            |
| Draft Project Report                                                |                  | 11/01/2021 |
| End Environmental Phase (PA&ED Milestone)                           |                  | 06/30/2024 |
| Begin Design (PS&E) Phase                                           |                  | 09/19/2022 |
| End Design Phase (Ready to List for Advertisement Milestone)        |                  | 06/30/2025 |
| Begin Right of Way Phase                                            |                  | 09/19/2022 |
| End Right of Way Phase (Right of Way Certification Milestone)       |                  | 06/30/2025 |
| Begin Construction Phase (Contract Award Milestone)                 |                  | 06/01/2026 |
| End Construction Phase (Construction Contract Acceptance Milestone) |                  | 05/31/2029 |
| Begin Closeout Phase                                                |                  | 06/01/2029 |
| End Closeout Phase (Closeout Report)                                |                  | 12/31/2029 |

Date 10/09/2025 14:52:27

Purpose and Need

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

|                                             |                                                                     |                                 |                                                                     |                          |                                                                     |
|---------------------------------------------|---------------------------------------------------------------------|---------------------------------|---------------------------------------------------------------------|--------------------------|---------------------------------------------------------------------|
| 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 | Station improvements | EA   | 2     |

Additional Information

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

| Performance Indicators and Measures |              |                       |                 |       |                 |        |
|-------------------------------------|--------------|-----------------------|-----------------|-------|-----------------|--------|
| Measure                             | Required For | Indicator/Measure     | Unit            | Build | Future No Build | Change |
| Throughput (Freight)                | TCEP         | Change in Rail Volume | # of Trailers   | 2     | 0               | 2      |
|                                     |              |                       | # of Containers | 2     | 0               | 2      |

| District | County            | Route | EA | Project ID | PPNO |
|----------|-------------------|-------|----|------------|------|
| 75       | Stanislaus County |       |    | 021000225  | 2191 |

**Project Title**

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

| Existing Total Project Cost (\$1,000s) |       |       |       |       |       |       |        |       | Implementing Agency |
|----------------------------------------|-------|-------|-------|-------|-------|-------|--------|-------|---------------------|
| Component                              | Prior | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total |                     |
| E&P (PA&ED)                            |       |       |       |       |       |       |        |       | Caltrans HQ         |
| PS&E                                   |       |       |       |       |       |       |        |       | Caltrans HQ         |
| R/W SUP (CT)                           |       |       |       |       |       |       |        |       | Caltrans HQ         |
| CON SUP (CT)                           |       |       |       |       |       |       |        |       | Caltrans HQ         |
| R/W                                    |       |       |       |       |       |       |        |       | Caltrans HQ         |
| CON                                    |       |       |       |       |       |       |        |       | Caltrans HQ         |
| TOTAL                                  |       |       |       |       |       |       |        |       |                     |

| Proposed Total Project Cost (\$1,000s) |       |        |       |       |        |       |        |        | Notes |
|----------------------------------------|-------|--------|-------|-------|--------|-------|--------|--------|-------|
| Component                              | Prior | 26-27  | 27-28 | 28-29 | 29-30  | 30-31 | 31-32+ | Total  |       |
| 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                                    |       | 18,700 |       |       | 16,400 |       |        | 35,100 |       |
| TOTAL                                  | 3,600 | 18,700 |       |       | 16,400 |       |        | 38,700 |       |

| Fund #1: | Other Fed - CRISI (Uncommitted) | Program Code |
|----------|---------------------------------|--------------|
|----------|---------------------------------|--------------|

| Existing Funding (\$1,000s) |       |       |       |       |       |       |        |       | Funding Agency |
|-----------------------------|-------|-------|-------|-------|-------|-------|--------|-------|----------------|
| Component                   | Prior | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total |                |
| E&P (PA&ED)                 |       |       |       |       |       |       |        |       |                |
| PS&E                        |       |       |       |       |       |       |        |       |                |
| R/W SUP (CT)                |       |       |       |       |       |       |        |       |                |
| CON SUP (CT)                |       |       |       |       |       |       |        |       |                |
| R/W                         |       |       |       |       |       |       |        |       |                |
| CON                         |       |       |       |       |       |       |        |       |                |
| TOTAL                       |       |       |       |       |       |       |        |       |                |

| Proposed Funding (\$1,000s) |       |        |       |       |       |       |        |        | Notes |
|-----------------------------|-------|--------|-------|-------|-------|-------|--------|--------|-------|
| Component                   | Prior | 26-27  | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  |       |
| E&P (PA&ED)                 |       |        |       |       |       |       |        |        |       |
| PS&E                        |       |        |       |       |       |       |        |        |       |
| R/W SUP (CT)                |       |        |       |       |       |       |        |        |       |
| CON SUP (CT)                |       |        |       |       |       |       |        |        |       |
| R/W                         |       |        |       |       |       |       |        |        |       |
| CON                         |       | 18,700 |       |       |       |       |        | 18,700 |       |
| TOTAL                       |       | 18,700 |       |       |       |       |        | 18,700 |       |

| Fund #2:                    | IIP - STIP - Federal/State (Uncommitted) |       |       |       |        |       |        |        | Program Code                                                                                                                                                                                        |
|-----------------------------|------------------------------------------|-------|-------|-------|--------|-------|--------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Existing Funding (\$1,000s) |                                          |       |       |       |        |       |        |        | Funding Agency<br><br>Caltrans HQ                                                                                                                                                                   |
| Component                   | Prior                                    | 26-27 | 27-28 | 28-29 | 29-30  | 30-31 | 31-32+ | 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)                 | 600                                      |       |       |       |        |       |        | 600    | The project will be ready for CON allocation in FY 2026-27. However, since new ITIP programming capacity is not available until FY29-30, we expect to request an advanced allocation in FY 2026-27. |
| PS&E                        | 2,000                                    |       |       |       |        |       |        | 2,000  |                                                                                                                                                                                                     |
| R/W SUP (CT)                |                                          |       |       |       |        |       |        |        |                                                                                                                                                                                                     |
| CON SUP (CT)                |                                          |       |       |       |        |       |        |        |                                                                                                                                                                                                     |
| R/W                         | 1,000                                    |       |       |       |        |       |        | 1,000  |                                                                                                                                                                                                     |
| CON                         |                                          |       |       |       | 16,400 |       |        | 16,400 |                                                                                                                                                                                                     |
| TOTAL                       | 3,600                                    |       |       |       | 16,400 |       |        | 20,000 |                                                                                                                                                                                                     |

|                                                                                                                                                                                                            |       |            |              |                            |                |                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|------------|--------------|----------------------------|----------------|---------------------|
| Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO                                                                                                           |       |            |              |                            | Date           | 10/14/2025 11:09:06 |
| 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                                                                                                                                                                                                         | 1H450 | 0625000002 | 8145         | Caltrans District 6        |                |                     |
| County                                                                                                                                                                                                     | Route | PM Back    | PM Ahead     | Co-Nominating Agency       |                |                     |
| Kern County                                                                                                                                                                                                | 99    | 0.000      | 57.581       |                            |                |                     |
| Fresno County                                                                                                                                                                                              | 99    | R 0.000    | 31.609       | MPO                        | Element        |                     |
| Tulare County                                                                                                                                                                                              | 99    | 0.000      | R 53.939     | TCAG                       | Capital Outlay |                     |
| Project Manager/Contact                                                                                                                                                                                    |       |            | Phone        | Email Address              |                |                     |
| Shavonne Conley                                                                                                                                                                                            |       |            | 559-383-5906 | shavonne.conley@dot.ca.gov |                |                     |

Project Title

State Route (SR 99) Managed Lanes Kern to Madera

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

Caltrans District 6 proposes constructing 11.9 miles of new lanes (managed) in the existing SR 99 median from Pixley (PM TUL 13.5) to City of Tulare (PM TUL 25.4), while strategically implementing managed lanes along the District's 164-mile SR 99 corridor from the Kern County I-5 junction (Postmile KER 0.0) to north of City of Madera (postmile MAD 19.9). The project will close the existing six-lane gap from Pixley to Tulare and convert existing or proposed six- or eight-lane segments to include a managed lane in each direction in select strategic locations in District 6. Managed lane project limits include the following four counties:

Ker-99-0.0/57.581  
Tul-99-0.0/R53.939  
Fre-99-R0.0/31.609  
Mad-99-0.0/19.9

| 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: | 32,33,35,8,27,31 | Senate: | 20,21,22,13 | Congressional: | 16,4,12,14 |
|-----------|------------------|---------|-------------|----------------|------------|

| Project Milestone                                                   | Existing          | Proposed   |
|---------------------------------------------------------------------|-------------------|------------|
| Project Study Report Approved                                       | 09/15/2025        |            |
| Begin Environmental (PA&ED) Phase                                   |                   | 07/02/2029 |
| Circulate Draft Environmental Document                              | Document Type EIR | 08/18/2031 |
| Draft Project Report                                                |                   | 11/18/2031 |
| End Environmental Phase (PA&ED Milestone)                           |                   | 02/02/2032 |
| Begin Design (PS&E) Phase                                           |                   | 05/21/2032 |
| End Design Phase (Ready to List for Advertisement Milestone)        |                   | 11/21/2033 |
| Begin Right of Way Phase                                            |                   | 08/02/2032 |
| End Right of Way Phase (Right of Way Certification Milestone)       |                   | 10/24/2033 |
| Begin Construction Phase (Contract Award Milestone)                 |                   | 07/03/2034 |
| End Construction Phase (Construction Contract Acceptance Milestone) |                   | 07/15/2036 |
| Begin Closeout Phase                                                |                   | 07/30/2037 |
| End Closeout Phase (Closeout Report)                                |                   | 05/09/2039 |

Date 10/14/2025 11:09:06

Purpose and Need

Purpose:

The purpose of the project is to provide route continuity in District 6 along the SR 99 trade corridor, improve freight and goods movement, and accommodate for the projected growth of truck and vehicle volumes along this segment of SR 99. The project will designate general-purpose lanes on SR 99 to implement a managed lane strategy through the Counties of Kern, Tulare, Fresno, and Madera in District 6. The managed lane strategy will fulfill the District's Vehicle Miles Traveled (VMT) mitigation commitments.

Need:

Due to projected increase in traffic volumes on SR 99 between Pixley and Tulare, it is anticipated that forecasted traffic demands will adversely impact freight transportation along the corridor. There is significant truck traffic on SR 99 in District 6 which affects safety and traffic congestion. SR 99 is one of two routes, the other being Interstate 5 (I-5), in the Central Valley that have higher-than-average volumes of large, long-haul trucks using all lanes for travel and passing, which creates potential safety and capacity problems for interregional travelers. Trucks account for approximately 22% of the AADT within this corridor as compared with the State average of 10% truck traffic.

Two fully funded six lane projects directly to the north and south of this project's limits will leave a gap in continuity of an efficient six lane freight corridor. An additional lane is needed to provide a continuous six-lane freeway which will contribute to a more efficient flow of traffic, improving freight mobility. Enhancement of SR 99 in District 6 is essential to improve safety, mobility, and traffic flow. In addition, the District made prior commitments to prepare and program a managed lane project that would implement a managed lane strategy, a strategy that would designate a general-purpose lane through striping and signage, into a preferential use. The strategy would be implemented through the SR 99 corridor or parts of the corridor that include the limits of project 06-0W79U4.

|                  |                                                                     |                 |                          |                                                                     |
|------------------|---------------------------------------------------------------------|-----------------|--------------------------|---------------------------------------------------------------------|
| 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 |
|-----------------------|---------------------------------|-------|-------|
| Pavement (lane-miles) | Mixed flow mainline constructed | Miles | 23.8  |

Date 10/14/2025 11:09:06

### 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 | 222,100 | 0               | 222,100 |

| District | County                                    | Route      | EA    | Project ID | PPNO |
|----------|-------------------------------------------|------------|-------|------------|------|
| 06       | Kern County, Fresno County, Tulare County | 99, 99, 99 | 1H450 | 0625000002 | 8145 |

**Project Title**

State Route (SR 99) Managed Lanes Kern to Madera

| Existing Total Project Cost (\$1,000s) |       |       |       |       |       |       |         |         | Implementing Agency |
|----------------------------------------|-------|-------|-------|-------|-------|-------|---------|---------|---------------------|
| Component                              | Prior | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+  | Total   |                     |
| E&P (PA&ED)                            |       |       |       |       |       |       |         |         | Caltrans District 6 |
| PS&E                                   |       |       |       |       |       |       |         |         | Caltrans District 6 |
| R/W SUP (CT)                           |       |       |       |       |       |       |         |         | Caltrans District 6 |
| CON SUP (CT)                           |       |       |       |       |       |       |         |         | Caltrans District 6 |
| R/W                                    |       |       |       |       |       |       |         |         | Caltrans District 6 |
| CON                                    |       |       |       |       |       |       |         |         | Caltrans District 6 |
| TOTAL                                  |       |       |       |       |       |       |         |         |                     |
| Proposed Total Project Cost (\$1,000s) |       |       |       |       |       |       |         |         | Notes               |
| E&P (PA&ED)                            |       |       |       |       | 7,700 |       |         | 7,700   |                     |
| PS&E                                   |       |       |       |       |       |       | 8,600   | 8,600   |                     |
| R/W SUP (CT)                           |       |       |       |       |       |       | 700     | 700     |                     |
| CON SUP (CT)                           |       |       |       |       |       |       | 18,900  | 18,900  |                     |
| R/W                                    |       |       |       |       |       |       | 4,700   | 4,700   |                     |
| CON                                    |       |       |       |       |       |       | 189,200 | 189,200 |                     |
| TOTAL                                  |       |       |       |       | 7,700 |       | 222,100 | 229,800 |                     |

| Fund #1:                    | IIP - National Hwy System (Uncommitted) |       |       |       |       |       |        |       | Program Code        |
|-----------------------------|-----------------------------------------|-------|-------|-------|-------|-------|--------|-------|---------------------|
| Existing Funding (\$1,000s) |                                         |       |       |       |       |       |        |       |                     |
| Component                   | Prior                                   | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total | Funding Agency      |
| E&P (PA&ED)                 |                                         |       |       |       |       |       |        |       | Caltrans District 6 |
| PS&E                        |                                         |       |       |       |       |       |        |       |                     |
| R/W SUP (CT)                |                                         |       |       |       |       |       |        |       |                     |
| CON SUP (CT)                |                                         |       |       |       |       |       |        |       |                     |
| R/W                         |                                         |       |       |       |       |       |        |       |                     |
| CON                         |                                         |       |       |       |       |       |        |       |                     |
| TOTAL                       |                                         |       |       |       |       |       |        |       |                     |
| Proposed Funding (\$1,000s) |                                         |       |       |       |       |       |        |       | Notes               |
| E&P (PA&ED)                 |                                         |       |       |       | 7,700 |       |        | 7,700 |                     |
| PS&E                        |                                         |       |       |       |       |       |        |       |                     |
| R/W SUP (CT)                |                                         |       |       |       |       |       |        |       |                     |
| CON SUP (CT)                |                                         |       |       |       |       |       |        |       |                     |
| R/W                         |                                         |       |       |       |       |       |        |       |                     |
| CON                         |                                         |       |       |       |       |       |        |       |                     |
| TOTAL                       |                                         |       |       |       | 7,700 |       |        | 7,700 |                     |

|                             |                                         |       |       |       |       |       |         |         |                     |
|-----------------------------|-----------------------------------------|-------|-------|-------|-------|-------|---------|---------|---------------------|
| Fund #2:                    | IIP - National Hwy System (Uncommitted) |       |       |       |       |       |         |         | Program Code        |
| Existing Funding (\$1,000s) |                                         |       |       |       |       |       |         |         |                     |
| Component                   | Prior                                   | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+  | Total   | Funding Agency      |
| E&P (PA&ED)                 |                                         |       |       |       |       |       |         |         | Caltrans District 6 |
| PS&E                        |                                         |       |       |       |       |       |         |         |                     |
| R/W SUP (CT)                |                                         |       |       |       |       |       |         |         |                     |
| CON SUP (CT)                |                                         |       |       |       |       |       |         |         |                     |
| R/W                         |                                         |       |       |       |       |       |         |         |                     |
| CON                         |                                         |       |       |       |       |       |         |         |                     |
| TOTAL                       |                                         |       |       |       |       |       |         |         |                     |
| Proposed Funding (\$1,000s) |                                         |       |       |       |       |       |         |         | Notes               |
| E&P (PA&ED)                 |                                         |       |       |       |       |       |         |         |                     |
| PS&E                        |                                         |       |       |       |       |       | 8,600   | 8,600   |                     |
| R/W SUP (CT)                |                                         |       |       |       |       |       | 700     | 700     |                     |
| CON SUP (CT)                |                                         |       |       |       |       |       | 18,900  | 18,900  |                     |
| R/W                         |                                         |       |       |       |       |       | 4,700   | 4,700   |                     |
| CON                         |                                         |       |       |       |       |       | 189,200 | 189,200 |                     |
| TOTAL                       |                                         |       |       |       |       |       | 222,100 | 222,100 |                     |

|                                                                                                                                                                                                            |       |            |              |                                                             |                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|------------|--------------|-------------------------------------------------------------|---------------------|
| Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO                                                                                                           |       |            |              | Date                                                        | 10/02/2025 17:13:48 |
| 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                                           |                     |
| 07                                                                                                                                                                                                         |       |            | 6518         | City of Los Angeles                                         |                     |
| County                                                                                                                                                                                                     | Route | PM Back    | PM Ahead     | Co-Nominating Agency                                        |                     |
| Los Angeles County                                                                                                                                                                                         |       |            |              | Los Angeles County Metropolitan Transportation Authority, C |                     |
|                                                                                                                                                                                                            |       |            |              | MPO                                                         | Element             |
|                                                                                                                                                                                                            |       |            |              | NON-MPO                                                     | Capital Outlay      |
| Project Manager/Contact                                                                                                                                                                                    |       |            | Phone        | Email Address                                               |                     |
| Marcelino Ascensio                                                                                                                                                                                         |       |            | 213-485-4787 | Marcelino.Ascensio@lacity.org                               |                     |

Project Title

LARiverWay Bike Path Segment 6: Hazeltine to Woodman

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

In Los Angeles County, in the City of Los Angeles, adjacent to the Los Angeles River's south bank for a half mile from the Hazeltine Avenue/ Valleyheart Drive intersection, to the Woodman Avenue/ Valleyheart Drive intersection.

Design and construct the LARiverWay Bike Path Segment 6 Project, a 1/2-mile Class 1 Bike Path along the bank of the LA River, with two at-grade street crossings, and one grade separated street crossing, plus associated structures, access gates, signage, ramps, railings, furnishings, and landscaping. Other project features include Complete Street project elements such as on-street bike lanes and other striping, and traffic signal improvements. The LARiverWay Segment 6 Project will connect to additional LA River bike path segments to form a regional 51-mile continuous Class 1 bike path. The project will link users to intercity rail and multi-region bus systems along the growing LARiverWay system, a multi-region multi-use path that functions as a bicycle highway.

| Component    | Implementing Agency |
|--------------|---------------------|
| PA&ED        | City of Los Angeles |
| PS&E         | City of Los Angeles |
| Right of Way | City of Los Angeles |
| Construction | City of Los Angeles |

Legislative Districts

|           |    |         |    |                |    |
|-----------|----|---------|----|----------------|----|
| Assembly: | 44 | Senate: | 27 | Congressional: | 32 |
|-----------|----|---------|----|----------------|----|

| Project Milestone                                                   | Existing      | Proposed   |
|---------------------------------------------------------------------|---------------|------------|
| Project Study Report Approved                                       | 06/30/2025    |            |
| Begin Environmental (PA&ED) Phase                                   |               | 01/01/2030 |
| Circulate Draft Environmental Document                              | Document Type |            |
| Draft Project Report                                                |               | 07/01/2030 |
| End Environmental Phase (PA&ED Milestone)                           |               | 01/01/2031 |
| Begin Design (PS&E) Phase                                           |               | 01/01/2031 |
| End Design Phase (Ready to List for Advertisement Milestone)        |               | 07/01/2032 |
| Begin Right of Way Phase                                            |               | 01/01/2031 |
| End Right of Way Phase (Right of Way Certification Milestone)       |               | 01/01/2032 |
| Begin Construction Phase (Contract Award Milestone)                 |               | 01/01/2033 |
| End Construction Phase (Construction Contract Acceptance Milestone) |               | 01/01/2035 |
| Begin Closeout Phase                                                |               | 01/01/2035 |
| End Closeout Phase (Closeout Report)                                |               | 07/01/2035 |

Date 10/02/2025 17:13:48

Purpose and Need

**Regional Transportation Gap:** The project is among the critical gaps that currently exist in the steadily growing 51-mile LARiverWay bikeway system. Locally, the lack of Class I path connectivity forces bicycle travel onto busy arterial streets including Ventura Boulevard. Regionally, the project contributes to a transformational 51-mile bikeway system that will enable unprecedented regional active transportation options in Los Angeles and unlock interregional modal linkages. This gap, and any remaining gap in the system, prevents the corridor from serving its intended interregional transportation function.

**Economic Access Deficiency:** Workforce mobility options will be enhanced by better enabling car-free transportation choices, which can reduce costs for employees and improve mobility access to commercial areas for more workers.

**Safety and Connectivity Needs:** The Sherman Oaks area currently has few designated bike lanes, limiting options for safe bicycle infrastructure precisely where the many residents and workers need protected facilities most. The area has also seen several severe traffic-related injuries to pedestrians and bicyclists.

**Climate and Environmental Objectives:** The region requires additional sustainable transportation infrastructure to support California's greenhouse gas reduction goals and air quality improvement objectives, particularly infrastructure that can attract users away from single-occupancy vehicle travel for daily trips.

**Regional Transportation Connectivity:** Create an essential link in the planned 51-mile LA River continuous bikeway system, enabling interregional travel from the San Fernando Valley to Long Beach while serving as an important non-motorized route connecting communities throughout the region.

**Local Safety and Connectivity:** Enhance local safety and connectivity within the Sherman Oaks area of Los Angeles by creating a protected Class I bicycle path and pedestrian facility. This infrastructure directly addresses the current lack of designated bike lanes, which forces active transportation onto busy arterial streets and has contributed to severe traffic-related injuries.

**Economic Development Catalyst:** Provide direct, safe transportation access between residential communities and major employment centers, enhancing workforce mobility and reducing transportation barriers to economic participation.

**Interregional and Multi-Modal Transportation Integration:** Connect to existing bicycle infrastructure including designated bike lanes on Woodman Avenue and provide seamless access to Metro bus routes 150, 155, and 240, creating comprehensive multimodal transportation options that serve both local and regional travel needs. The expanding LARiverWay in the Valley will also ultimately connect closely to Metro's G (Orange) and B (Red) line facilities and the forthcoming East San Fernando Valley Light Rail Transit Project.

**Environmental and Climate Benefits:** Support regional goals for greenhouse gas reduction, air quality improvement, and sustainable transportation through provision of attractive alternatives to single-occupancy vehicle travel, while incorporating green infrastructure elements for stormwater management and habitat enhancement.

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 | Pedestrian/Bicycle facilities miles constructed | Miles | 0.5    |
| Bridge / Tunnel       | At-grade crossings eliminated                   | SQFT  | 10,000 |

### 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 | Particulate Matter                                                    | PM 2.5 Tons | -0.8   | 0               | -0.8   |
|                                            |                        |                                                                       | PM 10 Tons  | 0      | 0               | 0      |
|                                            | LPPC, SCCP, TCEP, LPPF | Carbon Dioxide (CO2)                                                  | Tons        | -1,500 | 0               | -1,500 |
|                                            | LPPC, SCCP, TCEP, LPPF | Nitrogen Oxides (NOx)                                                 | Tons        | -2.1   | 0               | -2.1   |
| Safety                                     | Optional               | Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries | Number      | -25    | 0               | -25    |
| Accessibility                              | Optional               | Number of Jobs Accessible by Mode                                     | Number      | 10,000 | 0               | 10,000 |
|                                            | Optional               | Number of Destinations Accessible by Mode                             | Number      | 15     | 0               | 15     |

| District | County             | Route | EA | Project ID | PPNO |
|----------|--------------------|-------|----|------------|------|
| 07       | Los Angeles County |       |    |            | 6518 |

**Project Title**

LARiverWay Bike Path Segment 6: Hazeltine to Woodman

| Existing Total Project Cost (\$1,000s) |       |       |       |       |       |       |        |        | Implementing Agency |
|----------------------------------------|-------|-------|-------|-------|-------|-------|--------|--------|---------------------|
| Component                              | Prior | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  |                     |
| E&P (PA&ED)                            |       |       |       |       |       |       |        |        | City of Los Angeles |
| PS&E                                   |       |       |       |       |       |       |        |        | City of Los Angeles |
| R/W SUP (CT)                           |       |       |       |       |       |       |        |        | City of Los Angeles |
| CON SUP (CT)                           |       |       |       |       |       |       |        |        | City of Los Angeles |
| R/W                                    |       |       |       |       |       |       |        |        | City of Los Angeles |
| CON                                    |       |       |       |       |       |       |        |        | City of Los Angeles |
| TOTAL                                  |       |       |       |       |       |       |        |        |                     |
| Proposed Total Project Cost (\$1,000s) |       |       |       |       |       |       |        |        | Notes               |
| E&P (PA&ED)                            |       |       |       |       | 1,500 |       |        | 1,500  |                     |
| PS&E                                   |       |       |       |       |       | 2,500 |        | 2,500  |                     |
| R/W SUP (CT)                           |       |       |       |       |       |       |        |        |                     |
| CON SUP (CT)                           |       |       |       |       |       |       |        |        |                     |
| R/W                                    |       |       |       |       |       | 250   |        | 250    |                     |
| CON                                    |       |       |       |       |       |       | 25,750 | 25,750 |                     |
| TOTAL                                  |       |       |       |       | 1,500 | 2,750 | 25,750 | 30,000 |                     |

| Fund #1:                    | Local Funds - Local Measure (Uncommitted) |       |       |       |       |       |        |       | Program Code                        |
|-----------------------------|-------------------------------------------|-------|-------|-------|-------|-------|--------|-------|-------------------------------------|
| Existing Funding (\$1,000s) |                                           |       |       |       |       |       |        |       |                                     |
| Component                   | Prior                                     | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total | Funding Agency                      |
| E&P (PA&ED)                 |                                           |       |       |       |       |       |        |       | Los Angeles County Metropolitan Tra |
| PS&E                        |                                           |       |       |       |       |       |        |       |                                     |
| R/W SUP (CT)                |                                           |       |       |       |       |       |        |       |                                     |
| CON SUP (CT)                |                                           |       |       |       |       |       |        |       |                                     |
| R/W                         |                                           |       |       |       |       |       |        |       |                                     |
| CON                         |                                           |       |       |       |       |       |        |       |                                     |
| TOTAL                       |                                           |       |       |       |       |       |        |       |                                     |
| Proposed Funding (\$1,000s) |                                           |       |       |       |       |       |        |       | Notes                               |
| E&P (PA&ED)                 |                                           |       |       |       |       |       |        |       | Measure M                           |
| PS&E                        |                                           |       |       |       |       |       |        |       |                                     |
| R/W SUP (CT)                |                                           |       |       |       |       |       |        |       |                                     |
| CON SUP (CT)                |                                           |       |       |       |       |       |        |       |                                     |
| R/W                         |                                           |       |       |       |       |       |        |       |                                     |
| CON                         |                                           |       |       |       |       |       | 2,500  | 2,500 |                                     |
| TOTAL                       |                                           |       |       |       |       |       | 2,500  | 2,500 |                                     |

|                             |                                          |       |       |       |       |       |        |        |                     |
|-----------------------------|------------------------------------------|-------|-------|-------|-------|-------|--------|--------|---------------------|
| Fund #2:                    | IIP - National Hwy System (Uncommitted)  |       |       |       |       |       |        |        | Program Code        |
| Existing Funding (\$1,000s) |                                          |       |       |       |       |       |        |        |                     |
| Component                   | Prior                                    | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | Total  | Funding Agency      |
| E&P (PA&ED)                 |                                          |       |       |       |       |       |        |        | Caltrans District 7 |
| PS&E                        |                                          |       |       |       |       |       |        |        |                     |
| R/W SUP (CT)                |                                          |       |       |       |       |       |        |        |                     |
| CON SUP (CT)                |                                          |       |       |       |       |       |        |        |                     |
| R/W                         |                                          |       |       |       |       |       |        |        |                     |
| CON                         |                                          |       |       |       |       |       |        |        |                     |
| TOTAL                       |                                          |       |       |       |       |       |        |        |                     |
| Proposed Funding (\$1,000s) |                                          |       |       |       |       |       |        |        | Notes               |
| E&P (PA&ED)                 |                                          |       |       |       | 1,500 |       |        | 1,500  |                     |
| PS&E                        |                                          |       |       |       |       | 2,500 |        | 2,500  |                     |
| R/W SUP (CT)                |                                          |       |       |       |       |       |        |        |                     |
| CON SUP (CT)                |                                          |       |       |       |       |       |        |        |                     |
| R/W                         |                                          |       |       |       |       | 250   |        | 250    |                     |
| CON                         |                                          |       |       |       |       |       |        |        |                     |
| TOTAL                       |                                          |       |       |       | 1,500 | 2,750 |        | 4,250  |                     |
| Fund #3:                    | Future Need - Future Funds (Uncommitted) |       |       |       |       |       |        |        | Program Code        |
| Existing Funding (\$1,000s) |                                          |       |       |       |       |       |        |        |                     |
| Component                   | Prior                                    | 26-27 | 27-28 | 28-29 | 29-30 | 30-31 | 31-32+ | 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                         |                                          |       |       |       |       |       | 23,250 | 23,250 |                     |
| TOTAL                       |                                          |       |       |       |       |       | 23,250 | 23,250 |                     |

## Appendix C – ITIP Public Comments

The California Transportation Commission (Commission) will hold two hearings, one in Northern California and one in Southern California. For the 2026 ITIP, the Commission will hold the south hearing on October 30, 2025. The north hearing will be held on November 7, 2025. Both hearings will be recorded for those who are unable to attend the hearings in person. In addition to the hearings, formal comments may be sent to [OCIP@dot.ca.gov](mailto:OCIP@dot.ca.gov) email by November 24, 2025, no later than 30 days from the public release date of October 24, 2025. This section will include all the public comments we receive at the hearings and via email.

## Appendix D – Benefit Cost Analysis

The following tables provide the benefit cost analysis for the new project proposed for funding for the 2026 ITIP.

### LA River Way Segment 6: Hazeltine Avenue to Woodman Avenue

District: City of Los Angeles Bureau of Engineering/Los Angeles Metro  
PROJECT: LARiverWay Segment 6: Hazeltine Avenue to Woodman Avenue

EA:   
PPWO:

| INVESTMENT ANALYSIS<br>SUMMARY RESULTS                              |                     | Discounted at 4.00% |                     |
|---------------------------------------------------------------------|---------------------|---------------------|---------------------|
| Life-Cycle Costs (mil. \$)                                          | \$23.4              |                     |                     |
| Life-Cycle Benefits (mil. \$)                                       | \$27.7              |                     |                     |
| Net Present Value (mil. \$)                                         | \$4.4               |                     |                     |
| Benefit / Cost Ratio:                                               | 1.19                |                     |                     |
| Rate of Return on Investment:                                       | 4.8%                |                     |                     |
| Payback Period:                                                     | 15 years            |                     |                     |
| <b>NON-INFRASTRUCTURE IMPLEMENTATION COST</b>                       |                     |                     |                     |
| Per Bike Program Impact Score                                       | N/A                 |                     |                     |
| Per Ped Program Impact Score                                        | N/A                 |                     |                     |
| <b>ITEMIZED BENEFITS (mil. \$)</b>                                  |                     |                     |                     |
| Journey Quality                                                     |                     | Total Over 20 Years | Average Annual      |
| Additional Delay Savings                                            |                     | \$3.5               | \$0.2               |
| Additional Safety Benefits                                          |                     | \$4.4               | \$0.2               |
| Health Benefits                                                     |                     | \$6.3               | \$0.3               |
| Emission Cost Savings                                               |                     | \$10.6              | \$0.5               |
| Bioswales/Environmental                                             |                     | \$0.1               | \$0.0               |
| Residual Value                                                      |                     | \$2.6               | \$0.1               |
| <b>TOTAL BENEFITS</b>                                               |                     | <b>\$27.7</b>       | <b>\$1.4</b>        |
| <b>SRTS-SPECIFIC BENEFITS (mil. \$)</b>                             |                     |                     |                     |
| Journey Quality                                                     |                     | N/A                 | N/A                 |
| Additional Delay Savings                                            |                     | N/A                 | N/A                 |
| Additional Safety Benefits                                          |                     | N/A                 | N/A                 |
| <b>TOTAL SRTS BENEFITS</b>                                          |                     | <b>N/A</b>          | <b>N/A</b>          |
| <b>EMISSIONS REDUCTION</b>                                          |                     |                     |                     |
|                                                                     | Tons                | Value (mil. \$)     |                     |
|                                                                     | Total Over 20 Years | Average Annual      | Total Over 20 Years |
| CO Emissions Saved                                                  | 231                 | 12                  | \$0.0               |
| GHG Emissions Saved                                                 | 100,989             | 5,049               | \$3.7               |
| NO <sub>x</sub> Emissions Saved                                     | 15                  | 1                   | \$0.5               |
| PM <sub>10</sub> Emissions Saved                                    | n/a                 | n/a                 | n/a                 |
| PM <sub>2.5</sub> Emissions Saved                                   | 13                  | 1                   | \$6.2               |
| SO <sub>x</sub> Emissions Saved                                     | 1                   | 0                   | \$0.1               |
| VOC Emissions Saved                                                 | 3                   | 0                   | \$0.0               |
| <b>Factors that Differentiate Benefits and Performance Measures</b> |                     |                     |                     |
| Safe Route to School                                                | No                  |                     |                     |
| Intersection Improvements on SRTS                                   | No                  |                     |                     |
| Programmatic Initiatives                                            | No                  |                     |                     |
| Recreational Benefits<br>(enter 1 for Yes, 0 for No)                | 1                   |                     |                     |

## Sacramento Downtown Regional Bus Route Consolidation - Bus Stop Improvements



### California Air Resources Board

### Benefits Calculator Tool for the Transit and Intercity Rail Capital Program

### California Climate Investments

#### ABOUT:

For the California State Transportation Agency (CalSTA) Transit and Intercity Rail Capital Program (TIRCP), CARB staff developed this TIRCP Benefits Calculator Tool to estimate the greenhouse gas (GHG) emission reductions and selected co-benefits of each proposed project type. In an effort to enhance analysis, provide greater transparency, and assist in project-level reporting, CARB has included an output summary tab in this Benefits Calculator Tool for selected co-benefits and key variables.

This Benefits Calculator Tool is available for download at:

[www.arb.ca.gov/ccl-resources](http://www.arb.ca.gov/ccl-resources).

This Benefits Calculator Tool estimates GHG emission reductions and air pollutant emission co-benefits using methods described in the supporting TIRCP Quantification Methodology. Other co-benefits estimated in this and other benefits calculator tools use methods described in CARB Co-benefit Assessment Methodologies. All CARB Co-benefit Assessment Methodologies are available at:

[www.arb.ca.gov/ccl-cobenefits](http://www.arb.ca.gov/ccl-cobenefits).

CARB released the Draft TIRCP Benefits Calculator Tool and Draft TIRCP Quantification Methodology for public comment on September 13, 2019. This Final TIRCP Benefits Calculator Tool and accompanying Final TIRCP Quantification Methodology have been updated to address public comments, where appropriate, and for consistency with updates to the TIRCP Guidelines.

#### More information:

Questions on this Benefits Calculator Tool should be sent to:

[GGREProgram@arb.ca.gov](mailto:GGREProgram@arb.ca.gov)

For more information on CARB's efforts to support implementation of California Climate Investments, see:

[www.arb.ca.gov/auctionproceeds](http://www.arb.ca.gov/auctionproceeds)

Questions pertaining to TIRCP should be sent to:

[TIRCPcomments@dot.ca.gov](mailto:TIRCPcomments@dot.ca.gov)

#### INSTRUCTIONS:

Applicants must use this calculator to estimate the GHG emission reductions, air pollutant emissions, and other co-benefits associated with the quantification methodology, as applicable. This Excel file must be submitted with other documentation requirements. Please use the following file naming convention: "[Project Name]\_calc" not to exceed 20 characters. Project names may be abbreviated. Additional documentation may be necessary to substantiate the inputs to this file. Fields highlighted in green indicate input needed by the project applicant.

**Step 1 Enter Basic Project Information:** Applicants must input basic project information in the **Project Info** tab.

**Step 2 Identify the Project Subcomponent and Select the Applicable Project Type:** Applicants must define the project by identifying the eligible project type in Table 1 of the Quantification Methodology, and determine the number of quantifiable sub-components needed. Refer to the **Definitions & Acronyms** tab for descriptions and examples of the project types. Upon selecting the applicable project type(s) in the tool, the required input fields for the project type(s) are automatically revealed. Applicants may refer to the **Documentation** tab for a list of required information by project type.

**Step 3 Enter Project Subcomponent-Specific Information:** Based upon the project type selection(s) in Step 2, applicants must input the required information identified by the tool to estimate the GHG emission reductions and co-benefits for each quantifiable component.

**Step 4 Review the Estimated Benefits of the Proposed Project:** Applicants must review the **GHG Summary** and **Co-benefits Summary** tabs and check that all information has been entered correctly and to the best of their ability.



**California Air Resources Board**  
**Benefits Calculator Tool for the**  
**Transit and Intercity Rail Capital Program**  
**California Climate Investments**

**Note to applicants:**

A step-by-step user guide, including project examples, for this Benefits Calculator Tool is available here:  
[https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/calsta\\_tircp\\_finaluserguide\\_cycle4.pdf](https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/calsta_tircp_finaluserguide_cycle4.pdf)

|                            |                                                                        |
|----------------------------|------------------------------------------------------------------------|
| Project Name:              | SVS Transit Center Bus Routes (PC 4)                                   |
| Lead Agency Name:          | CCJPA                                                                  |
| Contact Name:              | Jim Allison                                                            |
| Contact Phone Number:      | (510) 464-6994                                                         |
| Contact Email:             | <a href="mailto:jima@capitolcorridor.org">jima@capitolcorridor.org</a> |
| Date Calculator Completed: | 3/1/2022                                                               |

| Key for color-coded fields: |                                |
|-----------------------------|--------------------------------|
| Green                       | Required input field           |
| Blue                        | Optional input field*          |
| Grey                        | Output field / not modifiable  |
| Yellow                      | Helpful hints / important tips |
| Black                       | Not applicable                 |

\*See "Documentation" tab for additional information

This data is from original 2022 application and is left as original.  
 Note: the following sheets of calculator tool contain locked cells that cannot be changed except for the inputs which have been highlighted for updated cost inputs (Page 3) and resulting benefit/cost outputs (Page 21)



**California Air Resources Board**  
**Benefits Calculator Tool for the**  
**Transit and Intercity Rail Capital Program**  
**California Climate Investments**

**Note to applicants:**

A step-by-step user guide, including project examples, for this Benefits Calculator Tool is available here:

[https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/calsta\\_tirpc\\_finaluserguide\\_cycle4.pdf](https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/calsta_tirpc_finaluserguide_cycle4.pdf)

|               |                                      |
|---------------|--------------------------------------|
| Project Name: | SVS Transit Center Bus Routes (PC 4) |
|---------------|--------------------------------------|

| Input                                          | Description                                                                                                                                                                                                   | Quantifiable Component 1: Subcomponent 1 | Quantifiable Component 1: Subcomponent 2                          | Quantifiable Component 1: Subcomponent 3 |                                                                   |       |                                                                   |
|------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|-------------------------------------------------------------------|------------------------------------------|-------------------------------------------------------------------|-------|-------------------------------------------------------------------|
| Identifying Descriptor (ID)                    | Brief description of the quantifiable component identifying it from other separable components.                                                                                                               | Ridership increase for Amador Transit    | Ridership increase for El Dorado Transit                          | Ridership increase for FAST              |                                                                   |       |                                                                   |
| <b>Funding Inputs</b>                          |                                                                                                                                                                                                               |                                          |                                                                   |                                          |                                                                   |       |                                                                   |
| TIRCP Funds Requested (\$)                     | Total TIRCP funds requested for this separable component.                                                                                                                                                     | \$14,533,000                             |                                                                   |                                          |                                                                   |       |                                                                   |
| Total Project Cost (\$)                        | Total cost of this separable component.                                                                                                                                                                       | \$18,483,000                             |                                                                   |                                          |                                                                   |       |                                                                   |
| <b>Additional CCI Program 1, if applicable</b> |                                                                                                                                                                                                               |                                          |                                                                   |                                          |                                                                   |       |                                                                   |
| CCI Program                                    | Other CCI Program from which project has or will be requesting GGFR funds.                                                                                                                                    |                                          |                                                                   |                                          |                                                                   |       |                                                                   |
| Additional GGFR Funds (\$)                     | Total GGFR funds requested or to be requested from Additional CCI Program 1.                                                                                                                                  |                                          |                                                                   |                                          |                                                                   |       |                                                                   |
| <b>Additional CCI Program 2, if applicable</b> |                                                                                                                                                                                                               |                                          |                                                                   |                                          |                                                                   |       |                                                                   |
| CCI Program                                    | Other CCI Program from which project has or will be requesting GGFR funds.                                                                                                                                    |                                          |                                                                   |                                          |                                                                   |       |                                                                   |
| Additional GGFR Funds (\$)                     | Total GGFR funds requested or to be requested from Additional CCI Program 2.                                                                                                                                  |                                          |                                                                   |                                          |                                                                   |       |                                                                   |
| Total GGFR Funds Requested (\$)                | Total GGFR funds requested from all CCI Programs                                                                                                                                                              | \$14,533,000                             |                                                                   |                                          |                                                                   |       |                                                                   |
| <b>Project Info Inputs</b>                     |                                                                                                                                                                                                               |                                          |                                                                   |                                          |                                                                   |       |                                                                   |
| Project Type                                   | For the purposes of this quantification, eligible TIRCP projects fall into four project types. Select the project type that best describes this component.                                                    | System and Efficiency Improvements       | System and Efficiency Improvements                                | System and Efficiency Improvements       |                                                                   |       |                                                                   |
| Service Type                                   | The transit service (e.g., Intercity/Express Bus (Long Distance), Light Rail, Vanpool, etc.) directly associated with the proposed project. For projects that serve multiple services, select Multi-modal.    | Intercity/Express Bus (Long Distance)    | Intercity/Express Bus (Long Distance)                             | Intercity/Express Bus (Long Distance)    |                                                                   |       |                                                                   |
| Type of Region                                 | The type of region that best encompasses the geographic location for the proposed project type.                                                                                                               | Air Basin                                | Air Basin                                                         | Air Basin                                |                                                                   |       |                                                                   |
| Region                                         | The County or Air Basin where the majority of the service occurs.                                                                                                                                             | San Francisco Bay Area                   | Mountain Counties                                                 | Sacramento Valley                        |                                                                   |       |                                                                   |
| Year 1 (Yr1)                                   | The first year of service or the first year the facility or rolling stock will be in use.                                                                                                                     | 2024                                     | 2024                                                              | 2024                                     |                                                                   |       |                                                                   |
| Year F (YrF)                                   | The final year of service or the final year the facility or rolling stock's useful life.                                                                                                                      | 2074                                     | 2074                                                              | 2074                                     |                                                                   |       |                                                                   |
| Useful Life (yrs)                              | The number of years the service is funded or the useful life of the facility or rolling stock. Limited to up to 50 years.                                                                                     | 50                                       | 50                                                                | 50                                       |                                                                   |       |                                                                   |
| <b>Displaced Passenger Auto VMT Inputs</b>     |                                                                                                                                                                                                               |                                          |                                                                   |                                          |                                                                   |       |                                                                   |
| Yr1 Ridership                                  | The increase in unlinked passenger trips directly associated with the proposed project in the first year (Yr1).                                                                                               | 98                                       | 0.4% increase per every 1% reduction in travel time (min)         | 4,239                                    | 0.4% increase per every 1% reduction in travel time (min)         | 945   | 0.4% increase per every 1% reduction in travel time (min)         |
| YrF Ridership                                  | The increase in unlinked passenger trips directly associated with the proposed project in the final year. If the ridership is not expected to change, Yr1 and YrF should be the same value.                   | 227                                      | Yr1 ridership benefit escalated to YrF assumed 1.7% annual growth | 9,848                                    | Yr1 ridership benefit escalated to YrF assumed 1.7% annual growth | 2,196 | Yr1 ridership benefit escalated to YrF assumed 1.7% annual growth |
| Adjustment Factor                              | Discount factor applied to annual ridership to account for transit-dependent riders.<br>Use: Document project-specific data or system average developed from a recent, statistically valid survey or default. | 0.71                                     | CARB default (TIRCP GHG Guidance Table A-1)                       | 0.71                                     | CARB default (TIRCP GHG Guidance Table A-1)                       | 0.71  | CARB default (TIRCP GHG Guidance Table A-1)                       |
| Length of Average Trip (mi)                    | Annual passenger miles over unlinked trips directly associated with the proposed project.                                                                                                                     | 19.70                                    | CARB default (TIRCP GHG Guidance Table A-1)                       | 46.52                                    | Ridership-weighted average for the Sacramento commute lines       | 20.40 | CARB default (TIRCP GHG Guidance Table A-2)                       |

| New Service Vehicle Inputs                                   |                                                                                                                                                                                                                                                                                                                                             | Input | Documentation | Input | Documentation | Input | Documentation |
|--------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|---------------|-------|---------------|-------|---------------|
| Vehicle Type                                                 | The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) that will operate the new service or will be procured.                                                                                                                                                                                                                         |       |               |       |               |       |               |
| Engine Tier                                                  | The engine tier for the vehicle(s) that will operate the new service.                                                                                                                                                                                                                                                                       |       |               |       |               |       |               |
| Engine Horsepower                                            | The engine horsepower rating for the vehicle(s) that will operate the new service.                                                                                                                                                                                                                                                          |       |               |       |               |       |               |
| Fuel Type                                                    | The fuel type (e.g., electric, diesel, etc.) of the vehicle for the new service, or of the new vehicle(s) to be procured.                                                                                                                                                                                                                   |       |               |       |               |       |               |
| Hybrid Vehicle                                               | Is the vehicle for the new service, or vehicle(s) to be procured, a hybrid? (Only applicable to non-zero emission fuel types)                                                                                                                                                                                                               |       |               |       |               |       |               |
| Model Year                                                   | The engine model year of the vehicle that will operate the new service, or of the new vehicle(s) to be procured.                                                                                                                                                                                                                            |       |               |       |               |       |               |
| Project-Specific GHG Emission Factor (gCO <sub>2</sub> e/MJ) | If used, applicant must be able to demonstrate an approved carbon intensity value under the Low Carbon Fuel Standard and submit additional documentation.                                                                                                                                                                                   |       |               |       |               |       |               |
| Annual VMT (mi/yr)                                           | The estimated annual VMT required to operate the new service or of the new vehicle(s) to be procured (e.g., 72,000). For rail and ferry vehicles, applicants may alternatively use Annual Fuel. For vehicles with multiple engines (e.g., DMUs), provide the cumulative VMT across all the engines.                                         |       |               |       |               |       |               |
| Annual Fuel Use                                              | The estimated annual fuel (i.e., gallon of diesel, kWh of electricity) required to operate the new service, or of the new rail or ferry vehicle(s) to be procured (e.g., 26,000).<br><br>Units of gallons for biodiesel, diesel, gasoline, LNG, renewable diesel; scf for CNG and renewable natural gas; kWh for electric; kg for hydrogen. |       |               |       |               |       |               |

| Baseline Vehicle Inputs                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Input | Documentation | Input | Documentation | Input | Documentation |
|-------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|---------------|-------|---------------|-------|---------------|
| Vehicle Type                                          | The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) of the baseline vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                |       |               |       |               |       |               |
| Engine Tier                                           | The engine tier of the baseline vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |               |       |               |       |               |
| Engine Horsepower                                     | The engine horsepower rating of the baseline vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                                                |       |               |       |               |       |               |
| Fuel Type                                             | The fuel type (e.g., electric, diesel, etc.) of the baseline vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                                |       |               |       |               |       |               |
| Model Year                                            | The average engine model year(s) of the baseline vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                                            |       |               |       |               |       |               |
| Annual VMT (mi/yr)                                    | The estimated annual VMT of the baseline vehicle(s). For rail and ferry vehicles, applicants may alternatively use Annual Fuel. For vehicles with multiple engines (e.g., DMUs), provide the cumulative VMT across all the engines.                                                                                                                                                                                                                                                                     |       |               |       |               |       |               |
| Annual Fuel Use                                       | The estimated annual fuel the baseline vehicle(s) would have required to operate the equivalent as the new vehicle to be procured.<br><br>Units of gallons for biodiesel, diesel, gasoline, LNG, renewable diesel; scf for CNG and renewable natural gas; kWh for electric; kg for hydrogen.                                                                                                                                                                                                            |       |               |       |               |       |               |
| Fuel/Energy Reductions Inputs                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Input | Documentation | Input | Documentation | Input | Documentation |
| Vehicle Type                                          | The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) of the displaced vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                               |       |               |       |               |       |               |
| Engine Tier                                           | The engine tier of the displaced vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                                                            |       |               |       |               |       |               |
| Engine Horsepower                                     | The engine horsepower rating of the displaced vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                                               |       |               |       |               |       |               |
| Fuel Type                                             | The fuel/energy type (e.g., diesel, grid electricity, etc.) being reduced as a result of the project.                                                                                                                                                                                                                                                                                                                                                                                                   |       |               |       |               |       |               |
| Model Year                                            | The average engine model year(s) of the vehicle(s) to realize fuel/energy reductions as a result of the project.                                                                                                                                                                                                                                                                                                                                                                                        |       |               |       |               |       |               |
| Annual Fuel Use                                       | The estimated annual fuel/energy reductions expected to be realized as a result of the project.<br><br>Units of gallons for biodiesel, diesel, gasoline, LNG, renewable diesel; scf for CNG and renewable natural gas; kWh for electric; kg for hydrogen.<br><br>For projects that generate renewable electricity using solar photovoltaic panels, applicants should use the PVWatts Calculator to determine this input, available at <a href="http://pvwatts.nrel.gov/">http://pvwatts.nrel.gov/</a> . |       |               |       |               |       |               |
| Travel Cost Savings Inputs                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Input | Documentation | Input | Documentation | Input | Documentation |
| Baseline Average One-Way Fare Cost (\$/Trip/Rider)    | The average fare cost per trip per rider prior to project implementation. If expanding service, baseline fare cost is zero.                                                                                                                                                                                                                                                                                                                                                                             |       |               |       |               |       |               |
| New Average One-Way Fare Cost (\$/Trip/Rider)         | The new expected average fare cost per trip per rider resulting from the proposed project.                                                                                                                                                                                                                                                                                                                                                                                                              |       |               |       |               |       |               |
| Average Transit Facility Parking Cost (\$/Trip/Rider) | The average expected cost of parking per trip per rider that riders would pay at the transit facility where the trip originates. Consider that not all transit riders may use the parking. However, the calculations will already take into account that parking is only paid once per round trip.                                                                                                                                                                                                      |       |               |       |               |       |               |
| Average Avoided Parking Cost (\$/Trip/Rider)          | The average expected cost of parking per trip per rider that riders would have otherwise paid if not using the service resulting from the project. The calculations will already take into account that parking is only paid once per round trip.                                                                                                                                                                                                                                                       |       |               |       |               |       |               |
| Average Avoided Toll Cost (\$/Trip/Rider)             | The average expected cost of tolls per trip per rider that riders would have otherwise paid if not using the service resulting from the project. The calculations will already take into account that tolls are only paid once per round trip.                                                                                                                                                                                                                                                          |       |               |       |               |       |               |



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**Note to applicants:**

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[https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/calsta\\_tircp\\_finaluserguide\\_cycle4.pdf](https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/calsta_tircp_finaluserguide_cycle4.pdf)

|               |                                      |
|---------------|--------------------------------------|
| Project Name: | SVS Transit Center Bus Routes (PC 4) |
|---------------|--------------------------------------|

| Input                                   | Description                                                                                                                                                                                                   | Quantifiable Component 2: Subcomponent 1     |                                                                   | Quantifiable Component 2: Subcomponent 2 |                                                                   | Quantifiable Component 2: Subcomponent 3 |                                                                   |
|-----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|-------------------------------------------------------------------|------------------------------------------|-------------------------------------------------------------------|------------------------------------------|-------------------------------------------------------------------|
| Identifying Descriptor (ID)             | Brief description of the quantifiable component identifying it from other separable components.                                                                                                               | Ridership increase for Placer County Transit |                                                                   | Ridership increase for Roseville Transit |                                                                   | Ridership increase for San Joaquin RTD   |                                                                   |
| Funding Inputs                          |                                                                                                                                                                                                               |                                              |                                                                   |                                          |                                                                   |                                          |                                                                   |
| TIRCP Funds Requested (\$)              | Total TIRCP funds requested for this separable component.                                                                                                                                                     |                                              |                                                                   |                                          |                                                                   |                                          |                                                                   |
| Total Project Cost (\$)                 | Total cost of this separable component.                                                                                                                                                                       |                                              |                                                                   |                                          |                                                                   |                                          |                                                                   |
| Additional CCI Program 1, if applicable |                                                                                                                                                                                                               |                                              |                                                                   |                                          |                                                                   |                                          |                                                                   |
| CCI Program                             | Other CCI Program from which project has or will be requesting GGRF funds.                                                                                                                                    |                                              |                                                                   |                                          |                                                                   |                                          |                                                                   |
| Additional GGRF Funds (\$)              | Total GGRF funds requested or to be requested from Additional CCI Program 1.                                                                                                                                  |                                              |                                                                   |                                          |                                                                   |                                          |                                                                   |
| Additional CCI Program 2, if applicable |                                                                                                                                                                                                               |                                              |                                                                   |                                          |                                                                   |                                          |                                                                   |
| CCI Program                             | Other CCI Program from which project has or will be requesting GGRF funds.                                                                                                                                    |                                              |                                                                   |                                          |                                                                   |                                          |                                                                   |
| Additional GGRF Funds (\$)              | Total GGRF funds requested or to be requested from Additional CCI Program 2.                                                                                                                                  |                                              |                                                                   |                                          |                                                                   |                                          |                                                                   |
| Total GGRF Funds Requested (\$)         | Total GGRF funds requested from all CCI Programs                                                                                                                                                              |                                              |                                                                   |                                          |                                                                   |                                          |                                                                   |
| Project Info Inputs                     |                                                                                                                                                                                                               | Input                                        |                                                                   | Input                                    |                                                                   | Input                                    |                                                                   |
| Project Type                            | For the purposes of this quantification, eligible TIRCP projects fall into four project types. Select the project type that best describes this component.                                                    | System and Efficiency Improvements           |                                                                   | System and Efficiency Improvements       |                                                                   | System and Efficiency Improvements       |                                                                   |
| Service Type                            | The transit service (e.g., Intercity/Express Bus (Long Distance), Light Rail, Vanpool, etc.) directly associated with the proposed project. For projects that serve multiple services, select Multimodal.     | Intercity/Express Bus (Long Distance)        |                                                                   | Intercity/Express Bus (Long Distance)    |                                                                   | Intercity/Express Bus (Long Distance)    |                                                                   |
| Type of Region                          | The type of region that best encompasses the geographic location for the proposed project type.                                                                                                               | Air Basin                                    |                                                                   | Air Basin                                |                                                                   | Air Basin                                |                                                                   |
| Region                                  | The County or Air Basin where the majority of the service occurs.                                                                                                                                             | Sacramento Valley                            |                                                                   | Sacramento Valley                        |                                                                   | San Joaquin Valley                       |                                                                   |
| Year 1 (Yr1)                            | The first year of service or the first year the facility or rolling stock will be in use.                                                                                                                     | 2024                                         |                                                                   | 2024                                     |                                                                   | 2024                                     |                                                                   |
| Year F (YrF)                            | The final year of service or the final year the facility or rolling stock's useful life.                                                                                                                      | 2074                                         |                                                                   | 2074                                     |                                                                   | 2074                                     |                                                                   |
| Useful Life (yrs)                       | The number of years the service is funded or the useful life of the facility or rolling stock. Limited to up to 50 years.                                                                                     | 50                                           |                                                                   | 50                                       |                                                                   | 50                                       |                                                                   |
| Displaced Passenger Auto VMT Inputs     |                                                                                                                                                                                                               | Input                                        | Documentation                                                     | Input                                    | Documentation                                                     | Input                                    | Documentation                                                     |
| Yr1 Ridership                           | The increase in unlinked passenger trips directly associated with the proposed project in the first year (Yr1).                                                                                               | 1,205                                        | 0.4% increase per every 1% reduction in travel time (min)         | 5,725                                    | 0.4% increase per every 1% reduction in travel time (min)         | 260                                      | 0.4% increase per every 1% reduction in travel time (min)         |
| YrF Ridership                           | The increase in unlinked passenger trips directly associated with the proposed project in the final year. If the ridership is not expected to change, Yr1 and YrF should be the same value.                   | 2,798                                        | Yr1 ridership benefit escalated to YrF assumed 1.7% annual growth | 13,300                                   | Yr1 ridership benefit escalated to YrF assumed 1.7% annual growth | 603                                      | Yr1 ridership benefit escalated to YrF assumed 1.7% annual growth |
| Adjustment Factor                       | Discount factor applied to annual ridership to account for transit-dependent riders.<br>Use: Document project-specific data or system average developed from a recent, statistically valid survey or default. | 0.71                                         | CARB default (TIRCP GHG Guidance Table A-1)                       | 0.71                                     | CARB default (TIRCP GHG Guidance Table A-1)                       | 0.71                                     | CARB default (TIRCP GHG Guidance Table A-1)                       |
| Length of Average Trip (mi)             | Annual passenger miles over unlinked trips directly associated with the proposed project.                                                                                                                     | 24.73                                        | Ridership-weighted average for the Sacramento commute lines       | 42.70                                    | Ridership-weighted average for the Sacramento commute lines       | 44.30                                    | CARB default (TIRCP GHG Guidance Table A-2)                       |

| New Service Vehicle Inputs                                   |                                                                                                                                                                                                                                                                                                                                             | Input | Documentation | Input | Documentation | Input | Documentation |
|--------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|---------------|-------|---------------|-------|---------------|
| Vehicle Type                                                 | The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) that will operate the new service or will be procured.                                                                                                                                                                                                                         |       |               |       |               |       |               |
| Engine Tier                                                  | The engine tier for the vehicle(s) that will operate the new service.                                                                                                                                                                                                                                                                       |       |               |       |               |       |               |
| Engine Horsepower                                            | The engine horsepower rating for the vehicle(s) that will operate the new service.                                                                                                                                                                                                                                                          |       |               |       |               |       |               |
| Fuel Type                                                    | The fuel type (e.g., electric, diesel, etc.) of the vehicle for the new service, or of the new vehicle(s) to be procured.                                                                                                                                                                                                                   |       |               |       |               |       |               |
| Hybrid Vehicle                                               | Is the vehicle for the new service, or vehicle(s) to be procured, a hybrid? (Only applicable to non-zero emission fuel types)                                                                                                                                                                                                               |       |               |       |               |       |               |
| Model Year                                                   | The engine model year of the vehicle that will operate the new service, or of the new vehicle(s) to be procured.                                                                                                                                                                                                                            |       |               |       |               |       |               |
| Project-Specific GHG Emission Factor (gCO <sub>2</sub> e/MJ) | If used, applicant must be able to demonstrate an approved carbon intensity value under the Low Carbon Fuel Standard and submit additional documentation.                                                                                                                                                                                   |       |               |       |               |       |               |
| Annual VMT (mi/yr)                                           | The estimated annual VMT required to operate the new service or of the new vehicle(s) to be procured (e.g., 72,000). For rail and ferry vehicles, applicants may alternatively use Annual Fuel. For vehicles with multiple engines (e.g., DMUs), provide the cumulative VMT across all the engines.                                         |       |               |       |               |       |               |
| Annual Fuel Use                                              | The estimated annual fuel (i.e., gallon of diesel, KWh of electricity) required to operate the new service, or of the new rail or ferry vehicle(s) to be procured (e.g., 26,000).<br><br>Units of gallons for biodiesel, diesel, gasoline, LNG, renewable diesel; scf for CNG and renewable natural gas; kWh for electric; kg for hydrogen. |       |               |       |               |       |               |

| Baseline Vehicle Inputs                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Input | Documentation | Input | Documentation | Input | Documentation |
|-------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|---------------|-------|---------------|-------|---------------|
| Vehicle Type                                          | The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) of the baseline vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                |       |               |       |               |       |               |
| Engine Tier                                           | The engine tier of the baseline vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |               |       |               |       |               |
| Engine Horsepower                                     | The engine horsepower rating of the baseline vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                                                |       |               |       |               |       |               |
| Fuel Type                                             | The fuel type (e.g., electric, diesel, etc.) of the baseline vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                                |       |               |       |               |       |               |
| Model Year                                            | The average engine model year(s) of the baseline vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                                            |       |               |       |               |       |               |
| Annual VMT (mi/yr)                                    | The estimated annual VMT of the baseline vehicle(s). For rail and ferry vehicles, applicants may alternatively use Annual Fuel. For vehicles with multiple engines (e.g., DMUs), provide the cumulative VMT across all the engines.                                                                                                                                                                                                                                                                     |       |               |       |               |       |               |
| Annual Fuel Use                                       | The estimated annual fuel the baseline vehicle(s) would have required to operate the equivalent as the new vehicle to be procured.<br><br>Units of gallons for biodiesel, diesel, gasoline, LNG, renewable diesel; scf for CNG and renewable natural gas; kWh for electric; kg for hydrogen.                                                                                                                                                                                                            |       |               |       |               |       |               |
| Fuel/Energy Reductions Inputs                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Input | Documentation | Input | Documentation | Input | Documentation |
| Vehicle Type                                          | The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) of the displaced vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                               |       |               |       |               |       |               |
| Engine Tier                                           | The engine tier of the displaced vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                                                            |       |               |       |               |       |               |
| Engine Horsepower                                     | The engine horsepower rating of the displaced vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                                               |       |               |       |               |       |               |
| Fuel Type                                             | The fuel/energy type (e.g., diesel, grid electricity, etc.) being reduced as a result of the project.                                                                                                                                                                                                                                                                                                                                                                                                   |       |               |       |               |       |               |
| Model Year                                            | The average engine model year(s) of the vehicle(s) to realize fuel/energy reductions as a result of the project.                                                                                                                                                                                                                                                                                                                                                                                        |       |               |       |               |       |               |
| Annual Fuel Use                                       | The estimated annual fuel/energy reductions expected to be realized as a result of the project.<br><br>Units of gallons for biodiesel, diesel, gasoline, LNG, renewable diesel; scf for CNG and renewable natural gas; kWh for electric; kg for hydrogen.<br><br>For projects that generate renewable electricity using solar photovoltaic panels, applicants should use the PVWatts Calculator to determine this input, available at <a href="https://nrel.gov/pvwatts/">https://nrel.gov/pvwatts/</a> |       |               |       |               |       |               |
| Travel Cost Savings Inputs                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Input | Documentation | Input | Documentation | Input | Documentation |
| Baseline Average One-Way Fare Cost (\$/Trip/Rider)    | The average fare cost per trip per rider prior to project implementation. If expanding service, baseline fare cost is zero.                                                                                                                                                                                                                                                                                                                                                                             |       |               |       |               |       |               |
| New Average One-Way Fare Cost (\$/Trip/Rider)         | The new expected average fare cost per trip per rider resulting from the proposed project.                                                                                                                                                                                                                                                                                                                                                                                                              |       |               |       |               |       |               |
| Average Transit Facility Parking Cost (\$/Trip/Rider) | The average expected cost of parking per trip per rider that riders would pay at the transit facility where the trip originates. Consider that not all transit riders may use the parking. However, the calculations will already take into account that parking is only paid once per round trip.                                                                                                                                                                                                      |       |               |       |               |       |               |
| Average Avoided Parking Cost (\$/Trip/Rider)          | The average expected cost of parking per trip per rider that riders would have otherwise paid if not using the service resulting from the project. The calculations will already take into account that parking is only paid once per round trip.                                                                                                                                                                                                                                                       |       |               |       |               |       |               |
| Average Avoided Toll Cost (\$/Trip/Rider)             | The average expected cost of tolls per trip per rider that riders would have otherwise paid if not using the service resulting from the project. The calculations will already take into account that tolls are only paid once per round trip.                                                                                                                                                                                                                                                          |       |               |       |               |       |               |



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[https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/calsta\\_tircp\\_finaluserguide\\_cycle4.pdf](https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/calsta_tircp_finaluserguide_cycle4.pdf)

|               |                                      |
|---------------|--------------------------------------|
| Project Name: | SVS Transit Center Bus Routes (PC 4) |
|---------------|--------------------------------------|

| Input                                          | Description                                                                                                                                                                                                   | Quantifiable Component 3: Subcomponent 1   | Quantifiable Component 3: Subcomponent 2                          | Quantifiable Component 3: Subcomponent 3 |
|------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|-------------------------------------------------------------------|------------------------------------------|
| Identifying Descriptor (ID)                    | Brief description of the quantifiable component identifying it from other separable components.                                                                                                               | Ridership increase for Yuba Sutter Transit | Fuel savings for Amador Transit                                   | Fuel savings for El Dorado Transit       |
| <b>Funding Inputs</b>                          |                                                                                                                                                                                                               |                                            |                                                                   |                                          |
| TIRCP Funds Requested (\$)                     | Total TIRCP funds requested for this separable component.                                                                                                                                                     |                                            |                                                                   |                                          |
| Total Project Cost (\$)                        | Total cost of this separable component.                                                                                                                                                                       |                                            |                                                                   |                                          |
| <b>Additional CCI Program 1, if applicable</b> |                                                                                                                                                                                                               |                                            |                                                                   |                                          |
| CCI Program                                    | Other CCI Program from which project has or will be requesting GGRF funds.                                                                                                                                    |                                            |                                                                   |                                          |
| Additional GGRF Funds (\$)                     | Total GGRF funds requested or to be requested from Additional CCI Program 1.                                                                                                                                  |                                            |                                                                   |                                          |
| <b>Additional CCI Program 2, if applicable</b> |                                                                                                                                                                                                               |                                            |                                                                   |                                          |
| CCI Program                                    | Other CCI Program from which project has or will be requesting GGRF funds.                                                                                                                                    |                                            |                                                                   |                                          |
| Additional GGRF Funds (\$)                     | Total GGRF funds requested or to be requested from Additional CCI Program 2.                                                                                                                                  |                                            |                                                                   |                                          |
| Total GGRF Funds Requested (\$)                | Total GGRF funds requested from all CCI Programs                                                                                                                                                              |                                            |                                                                   |                                          |
| <b>Project Info Inputs</b>                     |                                                                                                                                                                                                               |                                            |                                                                   |                                          |
| Project Type                                   | For the purposes of this quantification, eligible TIRCP projects fall into four project types. Select the project type that best describes this component.                                                    | System and Efficiency Improvements         | Fuel/Energy Reduction                                             | Fuel/Energy Reduction                    |
| Service Type                                   | The transit service (e.g., Intercity/Express Bus (Long Distance), Light Rail, Vanpool, etc.) directly associated with the proposed project. For projects that serve multiple services, select Multi-modal.    | Intercity/Express Bus (Long Distance)      | Intercity/Express Bus (Long Distance)                             | Intercity/Express Bus (Long Distance)    |
| Type of Region                                 | The type of region that best encompasses the geographic location for the proposed project type.                                                                                                               | Air Basin                                  | Air Basin                                                         | Air Basin                                |
| Region                                         | The County or Air Basin where the majority of the service occurs.                                                                                                                                             | Sacramento Valley                          | San Francisco Bay Area                                            | Mountain Counties                        |
| Year 1 (Yr1)                                   | The first year of service or the first year the facility or rolling stock will be in use.                                                                                                                     | 2024                                       | 2024                                                              | 2024                                     |
| Year F (YrF)                                   | The final year of service or the final year the facility or rolling stock's useful life.                                                                                                                      | 2074                                       | 2074                                                              | 2074                                     |
| Useful Life (yrs)                              | The number of years the service is funded or the useful life of the facility or rolling stock. Limited to up to 50 years.                                                                                     | 50                                         | 50                                                                | 50                                       |
| <b>Displaced Passenger Auto VMT Inputs</b>     |                                                                                                                                                                                                               |                                            |                                                                   |                                          |
| Yr1 Ridership                                  | The increase in unlinked passenger trips directly associated with the proposed project in the first year (Yr1).                                                                                               | 2,031                                      | 0.4% increase per every 1% reduction in travel time (min)         |                                          |
| YrF Ridership                                  | The increase in unlinked passenger trips directly associated with the proposed project in the final year. If the ridership is not expected to change, Yr1 and YrF should be the same value.                   | 4,717                                      | Yr1 ridership benefit escalated to YrF assumed 1.7% annual growth |                                          |
| Adjustment Factor                              | Discount factor applied to annual ridership to account for transit-dependent riders.<br>Use: Document project-specific data or system average developed from a recent, statistically valid survey or default. | 0.71                                       | CARB default (TIRCP GHG Guidance Table A-1)                       |                                          |
| Length of Average Trip (mi)                    | Annual passenger miles over unlinked trips directly associated with the proposed project.                                                                                                                     | 39.56                                      | Ridership-weighted average for the Sacramento commute lines       |                                          |

| New Service Vehicle Inputs                                   |                                                                                                                                                                                                                                                                                                                                             | Input | Documentation | Input | Documentation | Input | Documentation |
|--------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|---------------|-------|---------------|-------|---------------|
| Vehicle Type                                                 | The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) that will operate the new service or will be procured.                                                                                                                                                                                                                         |       |               |       |               |       |               |
| Engine Tier                                                  | The engine tier for the vehicle(s) that will operate the new service.                                                                                                                                                                                                                                                                       |       |               |       |               |       |               |
| Engine Horsepower                                            | The engine horsepower rating for the vehicle(s) that will operate the new service.                                                                                                                                                                                                                                                          |       |               |       |               |       |               |
| Fuel Type                                                    | The fuel type (e.g., electric, diesel, etc.) of the vehicle for the new service, or of the new vehicle(s) to be procured.                                                                                                                                                                                                                   |       |               |       |               |       |               |
| Hybrid Vehicle                                               | Is the vehicle for the new service, or vehicle(s) to be procured, a hybrid? (Only applicable to non-zero emission fuel types)                                                                                                                                                                                                               |       |               |       |               |       |               |
| Model Year                                                   | The engine model year of the vehicle that will operate the new service, or of the new vehicle(s) to be procured.                                                                                                                                                                                                                            |       |               |       |               |       |               |
| Project-Specific GHG Emission Factor (gCO <sub>2</sub> e/MJ) | If used, applicant must be able to demonstrate an approved carbon intensity value under the Low Carbon Fuel Standard and submit additional documentation.                                                                                                                                                                                   |       |               |       |               |       |               |
| Annual VMT (mi/yr)                                           | The estimated annual VMT required to operate the new service or of the new vehicle(s) to be procured (e.g., 72,000). For rail and ferry vehicles, applicants may alternatively use Annual Fuel. For vehicles with multiple engines (e.g., DMUs), provide the cumulative VMT across all the engines.                                         |       |               |       |               |       |               |
| Annual Fuel Use                                              | The estimated annual fuel (i.e., gallon of diesel, kWh of electricity) required to operate the new service, or of the new rail or ferry vehicle(s) to be procured (e.g., 26,000).<br><br>Units of gallons for biodiesel, diesel, gasoline, LNG, renewable diesel; scf for CNG and renewable natural gas; kWh for electric; kg for hydrogen. |       |               |       |               |       |               |

| Baseline Vehicle Inputs                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Input | Documentation | Input       | Documentation                                                      | Input       | Documentation                                                      |
|-------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|---------------|-------------|--------------------------------------------------------------------|-------------|--------------------------------------------------------------------|
| Vehicle Type                                          | The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) of the baseline vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                |       |               |             |                                                                    |             |                                                                    |
| Engine Tier                                           | The engine tier of the baseline vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |               |             |                                                                    |             |                                                                    |
| Engine Horsepower                                     | The engine horsepower rating of the baseline vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                                                |       |               |             |                                                                    |             |                                                                    |
| Fuel Type                                             | The fuel type (e.g., electric, diesel, etc.) of the baseline vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                                |       |               |             |                                                                    |             |                                                                    |
| Model Year                                            | The average engine model year(s) of the baseline vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                                            |       |               |             |                                                                    |             |                                                                    |
| Annual VMT (mi/yr)                                    | The estimated annual VMT of the baseline vehicle(s). For rail and ferry vehicles, applicants may alternatively use Annual Fuel. For vehicles with multiple engines (e.g., DMUs), provide the cumulative VMT across all the engines.                                                                                                                                                                                                                                                                     |       |               |             |                                                                    |             |                                                                    |
| Annual Fuel Use                                       | The estimated annual fuel the baseline vehicle(s) would have required to operate the equivalent as the new vehicle to be procured.<br><br>Units of gallons for biodiesel, diesel, gasoline, LNG, renewable diesel; scf for CNG and renewable natural gas; kWh for electric; kg for hydrogen.                                                                                                                                                                                                            |       |               |             |                                                                    |             |                                                                    |
| Fuel/Energy Reductions Inputs                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Input | Documentation | Input       | Documentation                                                      | Input       | Documentation                                                      |
| Vehicle Type                                          | The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) of the displaced vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                               |       |               | Transit Bus |                                                                    | Transit Bus |                                                                    |
| Engine Tier                                           | The engine tier of the displaced vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                                                            |       |               |             |                                                                    |             |                                                                    |
| Engine Horsepower                                     | The engine horsepower rating of the displaced vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                                               |       |               |             |                                                                    |             |                                                                    |
| Fuel Type                                             | The fuel/energy type (e.g., diesel, grid electricity, etc.) being reduced as a result of the project.                                                                                                                                                                                                                                                                                                                                                                                                   |       |               | Diesel      |                                                                    | Diesel      |                                                                    |
| Model Year                                            | The average engine model year(s) of the vehicle(s) to realize fuel/energy reductions as a result of the project.                                                                                                                                                                                                                                                                                                                                                                                        |       |               | 2024        |                                                                    | 2020        |                                                                    |
| Annual Fuel Use                                       | The estimated annual fuel/energy reductions expected to be realized as a result of the project.<br><br>Units of gallons for biodiesel, diesel, gasoline, LNG, renewable diesel; scf for CNG and renewable natural gas; kWh for electric; kg for hydrogen.<br><br>For projects that generate renewable electricity using solar photovoltaic panels, applicants should use the PVWatts Calculator to determine this input, available at <a href="http://pvwatts.nrel.gov/">http://pvwatts.nrel.gov/</a> . |       |               | 48          | Net reduction in VMT divided by average fuel efficiency of 4.6 mpg | 1,238       | Net reduction in VMT divided by average fuel efficiency of 4.6 mpg |
| Travel Cost Savings Inputs                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Input | Documentation | Input       | Documentation                                                      | Input       | Documentation                                                      |
| Baseline Average One-Way Fare Cost (\$/Trip/Rider)    | The average fare cost per trip per rider prior to project implementation. If expanding service, baseline fare cost is zero.                                                                                                                                                                                                                                                                                                                                                                             |       |               |             |                                                                    |             |                                                                    |
| New Average One-Way Fare Cost (\$/Trip/Rider)         | The new expected average fare cost per trip per rider resulting from the proposed project.                                                                                                                                                                                                                                                                                                                                                                                                              |       |               |             |                                                                    |             |                                                                    |
| Average Transit Facility Parking Cost (\$/Trip/Rider) | The average expected cost of parking per trip per rider that riders would pay at the transit facility where the trip originates. Consider that not all transit riders may use the parking. However, the calculations will already take into account that parking is only paid once per round trip.                                                                                                                                                                                                      |       |               |             |                                                                    |             |                                                                    |
| Average Avoided Parking Cost (\$/Trip/Rider)          | The average expected cost of parking per trip per rider that riders would have otherwise paid if not using the service resulting from the project. The calculations will already take into account that parking is only paid once per round trip.                                                                                                                                                                                                                                                       |       |               |             |                                                                    |             |                                                                    |
| Average Avoided Toll Cost (\$/Trip/Rider)             | The average expected cost of tolls per trip per rider that riders would have otherwise paid if not using the service resulting from the project. The calculations will already take into account that tolls are only paid once per round trip.                                                                                                                                                                                                                                                          |       |               |             |                                                                    |             |                                                                    |



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**Note to applicants:**

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[https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/calsta\\_tircp\\_finaluserguide\\_cycle4.pdf](https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/calsta_tircp_finaluserguide_cycle4.pdf)

|               |                                      |
|---------------|--------------------------------------|
| Project Name: | SVS Transit Center Bus Routes (PC 4) |
|---------------|--------------------------------------|

| Input                                          | Description                                                                                                                                                                                                   | Quantifiable Component 4: Subcomponent 1 | Quantifiable Component 4: Subcomponent 2 | Quantifiable Component 4: Subcomponent 3 |
|------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|------------------------------------------|------------------------------------------|
| Identifying Descriptor (ID)                    | Brief description of the quantifiable component identifying it from other separable components.                                                                                                               | Fuel savings for FAST                    | Fuel savings for Placer County Transit   | Fuel savings for Roseville Transit       |
| <b>Funding Inputs</b>                          |                                                                                                                                                                                                               |                                          |                                          |                                          |
| TIRCP Funds Requested (\$)                     | Total TIRCP funds requested for this separable component.                                                                                                                                                     |                                          |                                          |                                          |
| Total Project Cost (\$)                        | Total cost of this separable component.                                                                                                                                                                       |                                          |                                          |                                          |
| <b>Additional CCI Program 1, if applicable</b> |                                                                                                                                                                                                               |                                          |                                          |                                          |
| CCI Program                                    | Other CCI Program from which project has or will be requesting GGRF funds.                                                                                                                                    |                                          |                                          |                                          |
| Additional GGRF Funds (\$)                     | Total GGRF funds requested or to be requested from Additional CCI Program 1.                                                                                                                                  |                                          |                                          |                                          |
| <b>Additional CCI Program 2, if applicable</b> |                                                                                                                                                                                                               |                                          |                                          |                                          |
| CCI Program                                    | Other CCI Program from which project has or will be requesting GGRF funds.                                                                                                                                    |                                          |                                          |                                          |
| Additional GGRF Funds (\$)                     | Total GGRF funds requested or to be requested from Additional CCI Program 2.                                                                                                                                  |                                          |                                          |                                          |
| Total GGRF Funds Requested (\$)                | Total GGRF funds requested from all CCI Programs                                                                                                                                                              |                                          |                                          |                                          |
| <b>Project Info Inputs</b>                     |                                                                                                                                                                                                               | <b>Input</b>                             | <b>Input</b>                             | <b>Input</b>                             |
| Project Type                                   | For the purposes of this quantification, eligible TIRCP projects fall into four project types. Select the project type that best describes this component.                                                    | Fuel/Energy Reduction                    | Fuel/Energy Reduction                    | Fuel/Energy Reduction                    |
| Service Type                                   | The transit service (e.g., Intercity/Express Bus (Long Distance), Light Rail, Vanpool, etc.) directly associated with the proposed project. For projects that serve multiple services, select Multi-modal.    | Intercity/Express Bus (Long Distance)    | Intercity/Express Bus (Long Distance)    | Intercity/Express Bus (Long Distance)    |
| Type of Region                                 | The type of region that best encompasses the geographic location for the proposed project type.                                                                                                               | Air Basin                                | Air Basin                                | Air Basin                                |
| Region                                         | The County or Air Basin where the majority of the service occurs.                                                                                                                                             | Sacramento Valley                        | Sacramento Valley                        | Sacramento Valley                        |
| Year 1 (Yr1)                                   | The first year of service or the first year the facility or rolling stock will be in use.                                                                                                                     | 2024                                     | 2024                                     | 2024                                     |
| Year F (YrF)                                   | The final year of service or the final year the facility or rolling stock's useful life.                                                                                                                      | 2074                                     | 2074                                     | 2074                                     |
| Useful Life (yrs)                              | The number of years the service is funded or the useful life of the facility or rolling stock. Limited to up to 50 years.                                                                                     | 50                                       | 50                                       | 50                                       |
| <b>Displaced Passenger Auto VMT Inputs</b>     |                                                                                                                                                                                                               | <b>Input</b>                             | <b>Documentation</b>                     | <b>Input</b>                             |
| Yr1 Ridership                                  | The increase in unlinked passenger trips directly associated with the proposed project in the first year (Yr1).                                                                                               |                                          |                                          |                                          |
| YrF Ridership                                  | The increase in unlinked passenger trips directly associated with the proposed project in the final year. If the ridership is not expected to change, Yr1 and YrF should be the same value.                   |                                          |                                          |                                          |
| Adjustment Factor                              | Discount factor applied to annual ridership to account for transit-dependent riders.<br>Use: Document project-specific data or system average developed from a recent, statistically valid survey or default. |                                          |                                          |                                          |
| Length of Average Trip (mi)                    | Annual passenger miles over unlinked trips directly associated with the proposed project.                                                                                                                     |                                          |                                          |                                          |

| New Service Vehicle Inputs                                   |                                                                                                                                                                                                                                                                                                                                             | Input | Documentation | Input | Documentation | Input | Documentation |
|--------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|---------------|-------|---------------|-------|---------------|
| Vehicle Type                                                 | The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) that will operate the new service or will be procured.                                                                                                                                                                                                                         |       |               |       |               |       |               |
| Engine Tier                                                  | The engine tier for the vehicle(s) that will operate the new service.                                                                                                                                                                                                                                                                       |       |               |       |               |       |               |
| Engine Horsepower                                            | The engine horsepower rating for the vehicle(s) that will operate the new service.                                                                                                                                                                                                                                                          |       |               |       |               |       |               |
| Fuel Type                                                    | The fuel type (e.g., electric, diesel, etc.) of the vehicle for the new service, or of the new vehicle(s) to be procured.                                                                                                                                                                                                                   |       |               |       |               |       |               |
| Hybrid Vehicle                                               | Is the vehicle for the new service, or vehicle(s) to be procured, a hybrid? (Only applicable to non-zero emission fuel types)                                                                                                                                                                                                               |       |               |       |               |       |               |
| Model Year                                                   | The engine model year of the vehicle that will operate the new service, or of the new vehicle(s) to be procured.                                                                                                                                                                                                                            |       |               |       |               |       |               |
| Project-Specific GHG Emission Factor (gCO <sub>2</sub> e/MJ) | If used, applicant must be able to demonstrate an approved carbon intensity value under the Low Carbon Fuel Standard and submit additional documentation.                                                                                                                                                                                   |       |               |       |               |       |               |
| Annual VMT (mi/yr)                                           | The estimated annual VMT required to operate the new service or of the new vehicle(s) to be procured (e.g., 72,000). For rail and ferry vehicles, applicants may alternatively use Annual Fuel. For vehicles with multiple engines (e.g., DMUs), provide the cumulative VMT across all the engines.                                         |       |               |       |               |       |               |
| Annual Fuel Use                                              | The estimated annual fuel (i.e., gallon of diesel, kWh of electricity) required to operate the new service, or of the new rail or ferry vehicle(s) to be procured (e.g., 26,000).<br><br>Units of gallons for biodiesel, diesel, gasoline, LNG, renewable diesel; scf for CNG and renewable natural gas; kWh for electric; kg for hydrogen. |       |               |       |               |       |               |

| Baseline Vehicle Inputs                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Input       | Documentation                                                      | Input       | Documentation                                                      | Input       | Documentation                                                      |
|-------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|--------------------------------------------------------------------|-------------|--------------------------------------------------------------------|-------------|--------------------------------------------------------------------|
| Vehicle Type                                          | The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) of the baseline vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                |             |                                                                    |             |                                                                    |             |                                                                    |
| Engine Tier                                           | The engine tier of the baseline vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                                                             |             |                                                                    |             |                                                                    |             |                                                                    |
| Engine Horsepower                                     | The engine horsepower rating of the baseline vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                                                |             |                                                                    |             |                                                                    |             |                                                                    |
| Fuel Type                                             | The fuel type (e.g., electric, diesel, etc.) of the baseline vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                                |             |                                                                    |             |                                                                    |             |                                                                    |
| Model Year                                            | The average engine model year(s) of the baseline vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                                            |             |                                                                    |             |                                                                    |             |                                                                    |
| Annual VMT (mi/yr)                                    | The estimated annual VMT of the baseline vehicle(s). For rail and ferry vehicles, applicants may alternatively use Annual Fuel. For vehicles with multiple engines (e.g., DMUs), provide the cumulative VMT across all the engines.                                                                                                                                                                                                                                                                     |             |                                                                    |             |                                                                    |             |                                                                    |
| Annual Fuel Use                                       | The estimated annual fuel the baseline vehicle(s) would have required to operate the equivalent as the new vehicle to be procured.<br><br>Units of gallons for biodiesel, diesel, gasoline, LNG, renewable diesel; scf for CNG and renewable natural gas; kWh for electric; kg for hydrogen.                                                                                                                                                                                                            |             |                                                                    |             |                                                                    |             |                                                                    |
| Fuel/Energy Reductions Inputs                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Input       | Documentation                                                      | Input       | Documentation                                                      | Input       | Documentation                                                      |
| Vehicle Type                                          | The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) of the displaced vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                               | Transit Bus |                                                                    | Transit Bus |                                                                    | Transit Bus |                                                                    |
| Engine Tier                                           | The engine tier of the displaced vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                                                            |             |                                                                    |             |                                                                    |             |                                                                    |
| Engine Horsepower                                     | The engine horsepower rating of the displaced vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                                               |             |                                                                    |             |                                                                    |             |                                                                    |
| Fuel Type                                             | The fuel/energy type (e.g., diesel, grid electricity, etc.) being reduced as a result of the project.                                                                                                                                                                                                                                                                                                                                                                                                   | Diesel      |                                                                    | Diesel      |                                                                    | Diesel      |                                                                    |
| Model Year                                            | The average engine model year(s) of the vehicle(s) to realize fuel/energy reductions as a result of the project.                                                                                                                                                                                                                                                                                                                                                                                        | 2020        |                                                                    | 2018        |                                                                    | 2019        |                                                                    |
| Annual Fuel Use                                       | The estimated annual fuel/energy reductions expected to be realized as a result of the project.<br><br>Units of gallons for biodiesel, diesel, gasoline, LNG, renewable diesel; scf for CNG and renewable natural gas; kWh for electric; kg for hydrogen.<br><br>For projects that generate renewable electricity using solar photovoltaic panels, applicants should use the PVWatts Calculator to determine this input, available at <a href="http://pvwatts.nrel.gov/">http://pvwatts.nrel.gov/</a> . | 213         | Net reduction in VMT divided by average fuel efficiency of 4.6 mpg | 239         | Net reduction in VMT divided by average fuel efficiency of 4.6 mpg | 1,752       | Net reduction in VMT divided by average fuel efficiency of 4.6 mpg |
| Travel Cost Savings Inputs                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Input       | Documentation                                                      | Input       | Documentation                                                      | Input       | Documentation                                                      |
| Baseline Average One-Way Fare Cost (\$/Trip/Rider)    | The average fare cost per trip per rider prior to project implementation. If expanding service, baseline fare cost is zero.                                                                                                                                                                                                                                                                                                                                                                             |             |                                                                    |             |                                                                    |             |                                                                    |
| New Average One-Way Fare Cost (\$/Trip/Rider)         | The new expected average fare cost per trip per rider resulting from the proposed project.                                                                                                                                                                                                                                                                                                                                                                                                              |             |                                                                    |             |                                                                    |             |                                                                    |
| Average Transit Facility Parking Cost (\$/Trip/Rider) | The average expected cost of parking per trip per rider that riders would pay at the transit facility where the trip originates. Consider that not all transit riders may use the parking. However, the calculations will already take into account that parking is only paid once per round trip.                                                                                                                                                                                                      |             |                                                                    |             |                                                                    |             |                                                                    |
| Average Avoided Parking Cost (\$/Trip/Rider)          | The average expected cost of parking per trip per rider that riders would have otherwise paid if not using the service resulting from the project. The calculations will already take into account that parking is only paid once per round trip.                                                                                                                                                                                                                                                       |             |                                                                    |             |                                                                    |             |                                                                    |
| Average Avoided Toll Cost (\$/Trip/Rider)             | The average expected cost of tolls per trip per rider that riders would have otherwise paid if not using the service resulting from the project. The calculations will already take into account that tolls are only paid once per round trip.                                                                                                                                                                                                                                                          |             |                                                                    |             |                                                                    |             |                                                                    |



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|               |                                      |
|---------------|--------------------------------------|
| Project Name: | SVS Transit Center Bus Routes (PC 4) |
|---------------|--------------------------------------|

| Input                                          | Description                                                                                                                                                                                                   | Quantifiable Component 5: Subcomponent 1 | Quantifiable Component 5: Subcomponent 2 | Quantifiable Component 5: Subcomponent 3 |
|------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|------------------------------------------|------------------------------------------|
| Identifying Descriptor (ID)                    | Brief description of the quantifiable component identifying it from other separable components.                                                                                                               | Fuel savings for San Joaquin RTD         | Fuel savings for Yuba-Sutter Transit     | Exapnded SCT (Galt-Sacramento) service   |
| <b>Funding Inputs</b>                          |                                                                                                                                                                                                               |                                          |                                          |                                          |
| TIRCP Funds Requested (\$)                     | Total TIRCP funds requested for this separable component.                                                                                                                                                     |                                          |                                          |                                          |
| Total Project Cost (\$)                        | Total cost of this separable component.                                                                                                                                                                       |                                          |                                          |                                          |
| <b>Additional CCI Program 1, if applicable</b> |                                                                                                                                                                                                               |                                          |                                          |                                          |
| CCI Program                                    | Other CCI Program from which project has or will be requesting GGRF funds.                                                                                                                                    |                                          |                                          |                                          |
| Additional GGRF Funds (\$)                     | Total GGRF funds requested or to be requested from Additional CCI Program 1.                                                                                                                                  |                                          |                                          |                                          |
| <b>Additional CCI Program 2, if applicable</b> |                                                                                                                                                                                                               |                                          |                                          |                                          |
| CCI Program                                    | Other CCI Program from which project has or will be requesting GGRF funds.                                                                                                                                    |                                          |                                          |                                          |
| Additional GGRF Funds (\$)                     | Total GGRF funds requested or to be requested from Additional CCI Program 2.                                                                                                                                  |                                          |                                          |                                          |
| Total GGRF Funds Requested (\$)                | Total GGRF funds requested from all CCI Programs                                                                                                                                                              |                                          |                                          |                                          |
| <b>Project Info Inputs</b>                     |                                                                                                                                                                                                               | <b>Input</b>                             | <b>Input</b>                             | <b>Input</b>                             |
| Project Type                                   | For the purposes of this quantification, eligible TIRCP projects fall into four project types. Select the project type that best describes this component.                                                    | Fuel/Energy Reduction                    | Fuel/Energy Reduction                    | New Service                              |
| Service Type                                   | The transit service (e.g., Intercity/Express Bus (Long Distance), Light Rail, Vanpool, etc.) directly associated with the proposed project. For projects that serve multiple services, select Multimodal.     | Intercity/Express Bus (Long Distance)    | Intercity/Express Bus (Long Distance)    | Local/ Intercity Bus (Short Distances)   |
| Type of Region                                 | The type of region that best encompasses the geographic location for the proposed project type.                                                                                                               | Air Basin                                | Air Basin                                | Air Basin                                |
| Region                                         | The County or Air Basin where the majority of the service occurs.                                                                                                                                             | San Joaquin Valley                       | Sacramento Valley                        | Sacramento Valley                        |
| Year 1 (Yr1)                                   | The first year of service or the first year the facility or rolling stock will be in use.                                                                                                                     | 2024                                     | 2024                                     | 2024                                     |
| Year F (YrF)                                   | The final year of service or the final year the facility or rolling stock's useful life.                                                                                                                      | 2074                                     | 2074                                     | 2074                                     |
| Useful Life (yrs)                              | The number of years the service is funded or the useful life of the facility or rolling stock. Limited to up to 50 years.                                                                                     | 50                                       | 50                                       | 50                                       |
| <b>Displaced Passenger Auto VMT Inputs</b>     |                                                                                                                                                                                                               | <b>Input</b>                             | <b>Documentation</b>                     | <b>Input</b>                             |
| Yr1 Ridership                                  | The increase in unlinked passenger trips directly associated with the proposed project in the first year (Yr1).                                                                                               |                                          |                                          | 0                                        |
| YrF Ridership                                  | The increase in unlinked passenger trips directly associated with the proposed project in the final year. If the ridership is not expected to change, Yr1 and YrF should be the same value.                   |                                          |                                          | 0                                        |
| Adjustment Factor                              | Discount factor applied to annual ridership to account for transit-dependent riders.<br>Use: Document project-specific data or system average developed from a recent, statistically valid survey or default. |                                          |                                          | 0                                        |
| Length of Average Trip (mi)                    | Annual passenger miles over unlinked trips directly associated with the proposed project.                                                                                                                     |                                          |                                          | 0                                        |

| New Service Vehicle Inputs                                   |                                                                                                                                                                                                                                                                                                                                             | Input | Documentation | Input | Documentation | Input       | Documentation       |
|--------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|---------------|-------|---------------|-------------|---------------------|
| Vehicle Type                                                 | The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) that will operate the new service or will be procured.                                                                                                                                                                                                                         |       |               |       |               | Transit Bus |                     |
| Engine Tier                                                  | The engine tier for the vehicle(s) that will operate the new service.                                                                                                                                                                                                                                                                       |       |               |       |               |             |                     |
| Engine Horsepower                                            | The engine horsepower rating for the vehicle(s) that will operate the new service.                                                                                                                                                                                                                                                          |       |               |       |               |             |                     |
| Fuel Type                                                    | The fuel type (e.g., electric, diesel, etc.) of the vehicle for the new service, or of the new vehicle(s) to be procured.                                                                                                                                                                                                                   |       |               |       |               | Diesel      |                     |
| Hybrid Vehicle                                               | Is the vehicle for the new service, or vehicle(s) to be procured, a hybrid? (Only applicable to non-zero emission fuel types)                                                                                                                                                                                                               |       |               |       |               | No          |                     |
| Model Year                                                   | The engine model year of the vehicle that will operate the new service, or of the new vehicle(s) to be procured.                                                                                                                                                                                                                            |       |               |       |               | 2019        |                     |
| Project-Specific GHG Emission Factor (gCO <sub>2</sub> e/MJ) | If used, applicant must be able to demonstrate an approved carbon intensity value under the Low Carbon Fuel Standard and submit additional documentation.                                                                                                                                                                                   |       |               |       |               |             |                     |
| Annual VMT (mi/yr)                                           | The estimated annual VMT required to operate the new service or of the new vehicle(s) to be procured (e.g., 72,000). For rail and ferry vehicles, applicants may alternatively use Annual Fuel. For vehicles with multiple engines (e.g., DMUs), provide the cumulative VMT across all the engines.                                         |       |               |       |               | 120         | Net increase in VMT |
| Annual Fuel Use                                              | The estimated annual fuel (i.e., gallon of diesel, kWh of electricity) required to operate the new service, or of the new rail or ferry vehicle(s) to be procured (e.g., 26,000).<br><br>Units of gallons for biodiesel, diesel, gasoline, LNG, renewable diesel; scf for CNG and renewable natural gas; kWh for electric; kg for hydrogen. |       |               |       |               |             |                     |

| Baseline Vehicle Inputs                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Input       | Documentation                                                      | Input       | Documentation                                                      | Input | Documentation |
|-------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|--------------------------------------------------------------------|-------------|--------------------------------------------------------------------|-------|---------------|
| Vehicle Type                                          | The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) of the baseline vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                |             |                                                                    |             |                                                                    |       |               |
| Engine Tier                                           | The engine tier of the baseline vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                                                             |             |                                                                    |             |                                                                    |       |               |
| Engine Horsepower                                     | The engine horsepower rating of the baseline vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                                                |             |                                                                    |             |                                                                    |       |               |
| Fuel Type                                             | The fuel type (e.g., electric, diesel, etc.) of the baseline vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                                |             |                                                                    |             |                                                                    |       |               |
| Model Year                                            | The average engine model year(s) of the baseline vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                                            |             |                                                                    |             |                                                                    |       |               |
| Annual VMT (mi/yr)                                    | The estimated annual VMT of the baseline vehicle(s). For rail and ferry vehicles, applicants may alternatively use Annual Fuel. For vehicles with multiple engines (e.g., DMUs), provide the cumulative VMT across all the engines.                                                                                                                                                                                                                                                                     |             |                                                                    |             |                                                                    |       |               |
| Annual Fuel Use                                       | The estimated annual fuel the baseline vehicle(s) would have required to operate the equivalent as the new vehicle to be procured.<br><br>Units of gallons for biodiesel, diesel, gasoline, LNG, renewable diesel; scf for CNG and renewable natural gas; kWh for electric; kg for hydrogen.                                                                                                                                                                                                            |             |                                                                    |             |                                                                    |       |               |
| Fuel/Energy Reductions Inputs                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Input       | Documentation                                                      | Input       | Documentation                                                      | Input | Documentation |
| Vehicle Type                                          | The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) of the displaced vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                               | Transit Bus |                                                                    | Transit Bus |                                                                    |       |               |
| Engine Tier                                           | The engine tier of the displaced vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                                                            |             |                                                                    |             |                                                                    |       |               |
| Engine Horsepower                                     | The engine horsepower rating of the displaced vehicle(s).                                                                                                                                                                                                                                                                                                                                                                                                                                               |             |                                                                    |             |                                                                    |       |               |
| Fuel Type                                             | The fuel/energy type (e.g., diesel, grid electricity, etc.) being reduced as a result of the project.                                                                                                                                                                                                                                                                                                                                                                                                   | Diesel      |                                                                    | Diesel      |                                                                    |       |               |
| Model Year                                            | The average engine model year(s) of the vehicle(s) to realize fuel/energy reductions as a result of the project.                                                                                                                                                                                                                                                                                                                                                                                        | 2020        |                                                                    | 2015        |                                                                    |       |               |
| Annual Fuel Use                                       | The estimated annual fuel/energy reductions expected to be realized as a result of the project.<br><br>Units of gallons for biodiesel, diesel, gasoline, LNG, renewable diesel; scf for CNG and renewable natural gas; kWh for electric; kg for hydrogen.<br><br>For projects that generate renewable electricity using solar photovoltaic panels, applicants should use the PVWatts Calculator to determine this input, available at <a href="http://pvwatts.nrel.gov/">http://pvwatts.nrel.gov/</a> . | 108         | Net reduction in VMT divided by average fuel efficiency of 4.6 mpg | 702         | Net reduction in VMT divided by average fuel efficiency of 4.6 mpg |       |               |
| Travel Cost Savings Inputs                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Input       | Documentation                                                      | Input       | Documentation                                                      | Input | Documentation |
| Baseline Average One-Way Fare Cost (\$/Trip/Rider)    | The average fare cost per trip per rider prior to project implementation. If expanding service, baseline fare cost is zero.                                                                                                                                                                                                                                                                                                                                                                             |             |                                                                    |             |                                                                    |       |               |
| New Average One-Way Fare Cost (\$/Trip/Rider)         | The new expected average fare cost per trip per rider resulting from the proposed project.                                                                                                                                                                                                                                                                                                                                                                                                              |             |                                                                    |             |                                                                    |       |               |
| Average Transit Facility Parking Cost (\$/Trip/Rider) | The average expected cost of parking per trip per rider that riders would pay at the transit facility where the trip originates. Consider that not all transit riders may use the parking. However, the calculations will already take into account that parking is only paid once per round trip.                                                                                                                                                                                                      |             |                                                                    |             |                                                                    |       |               |
| Average Avoided Parking Cost (\$/Trip/Rider)          | The average expected cost of parking per trip per rider that riders would have otherwise paid if not using the service resulting from the project. The calculations will already take into account that parking is only paid once per round trip.                                                                                                                                                                                                                                                       |             |                                                                    |             |                                                                    |       |               |
| Average Avoided Toll Cost (\$/Trip/Rider)             | The average expected cost of tolls per trip per rider that riders would have otherwise paid if not using the service resulting from the project. The calculations will already take into account that tolls are only paid once per round trip.                                                                                                                                                                                                                                                          |             |                                                                    |             |                                                                    |       |               |



**California Air Resources Board**  
**Benefits Calculator Tool for the**  
**Transit and Intercity Rail Capital Program**  
**California Climate Investments**

**Note to applicants:**

A step-by-step user guide, including project examples, for this Benefits Calculator Tool is available here:

[https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/calsta\\_tircp\\_finaluserguide\\_cycle4.pdf](https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/calsta_tircp_finaluserguide_cycle4.pdf)

|               |                                      |
|---------------|--------------------------------------|
| Project Name: | SVS Transit Center Bus Routes (PC 4) |
|---------------|--------------------------------------|

| Input                                          | Description                                                                                                                                                                                                   | Quantifiable Component 6: Subcomponent 1 | Quantifiable Component 6: Subcomponent 2 | Quantifiable Component 6: Subcomponent 3 |
|------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|------------------------------------------|------------------------------------------|
| Identifying Descriptor (ID)                    | Brief description of the quantifiable component identifying it from other separable components.                                                                                                               |                                          |                                          |                                          |
| <b>Funding Inputs</b>                          |                                                                                                                                                                                                               |                                          |                                          |                                          |
| TIRCP Funds Requested (\$)                     | Total TIRCP funds requested for this separable component.                                                                                                                                                     |                                          |                                          |                                          |
| Total Project Cost (\$)                        | Total cost of this separable component.                                                                                                                                                                       |                                          |                                          |                                          |
| <b>Additional CCI Program 1, if applicable</b> |                                                                                                                                                                                                               |                                          |                                          |                                          |
| CCI Program                                    | Other CCI Program from which project has or will be requesting GGRF funds.                                                                                                                                    |                                          |                                          |                                          |
| Additional GGRF Funds (\$)                     | Total GGRF funds requested or to be requested from Additional CCI Program 1.                                                                                                                                  |                                          |                                          |                                          |
| <b>Additional CCI Program 2, if applicable</b> |                                                                                                                                                                                                               |                                          |                                          |                                          |
| CCI Program                                    | Other CCI Program from which project has or will be requesting GGRF funds.                                                                                                                                    |                                          |                                          |                                          |
| Additional GGRF Funds (\$)                     | Total GGRF funds requested or to be requested from Additional CCI Program 2.                                                                                                                                  |                                          |                                          |                                          |
| Total GGRF Funds Requested (\$)                | Total GGRF funds requested from all CCI Programs                                                                                                                                                              |                                          |                                          |                                          |
| <b>Project Info Inputs</b>                     |                                                                                                                                                                                                               | <b>Input</b>                             | <b>Input</b>                             | <b>Input</b>                             |
| Project Type                                   | For the purposes of this quantification, eligible TIRCP projects fall into four project types. Select the project type that best describes this component.                                                    |                                          |                                          |                                          |
| Service Type                                   | The transit service (e.g., Intercity/Express Bus (Long Distance), Light Rail, Vanpool, etc.) directly associated with the proposed project. For projects that serve multiple services, select Multi-modal.    |                                          |                                          |                                          |
| Type of Region                                 | The type of region that best encompasses the geographic location for the proposed project type.                                                                                                               |                                          |                                          |                                          |
| Region                                         | The County or Air Basin where the majority of the service occurs.                                                                                                                                             |                                          |                                          |                                          |
| Year 1 (Yr1)                                   | The first year of service or the first year the facility or rolling stock will be in use.                                                                                                                     |                                          |                                          |                                          |
| Year F (YrF)                                   | The final year of service or the final year the facility or rolling stock's useful life.                                                                                                                      |                                          |                                          |                                          |
| Useful Life (yrs)                              | The number of years the service is funded or the useful life of the facility or rolling stock. Limited to up to 50 years.                                                                                     |                                          |                                          |                                          |
| <b>Displaced Passenger Auto VMT Inputs</b>     |                                                                                                                                                                                                               | <b>Input</b>                             | <b>Documentation</b>                     | <b>Input</b>                             |
| Yr1 Ridership                                  | The increase in unlinked passenger trips directly associated with the proposed project in the first year (Yr1).                                                                                               |                                          |                                          |                                          |
| YrF Ridership                                  | The increase in unlinked passenger trips directly associated with the proposed project in the final year. If the ridership is not expected to change, Yr1 and YrF should be the same value.                   |                                          |                                          |                                          |
| Adjustment Factor                              | Discount factor applied to annual ridership to account for transit-dependent riders.<br>Use: Document project-specific data or system average developed from a recent, statistically valid survey or default. |                                          |                                          |                                          |
| Length of Average Trip (mi)                    | Annual passenger miles over unlinked trips directly associated with the proposed project.                                                                                                                     |                                          |                                          |                                          |

| New Service Vehicle Inputs                                   |                                                                                                                                                                                                                                                                                                                                             | Input | Documentation | Input | Documentation | Input | Documentation |
|--------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|---------------|-------|---------------|-------|---------------|
| Vehicle Type                                                 | The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) that will operate the new service or will be procured.                                                                                                                                                                                                                         |       |               |       |               |       |               |
| Engine Tier                                                  | The engine tier for the vehicle(s) that will operate the new service.                                                                                                                                                                                                                                                                       |       |               |       |               |       |               |
| Engine Horsepower                                            | The engine horsepower rating for the vehicle(s) that will operate the new service.                                                                                                                                                                                                                                                          |       |               |       |               |       |               |
| Fuel Type                                                    | The fuel type (e.g., electric, diesel, etc.) of the vehicle for the new service, or of the new vehicle(s) to be procured.                                                                                                                                                                                                                   |       |               |       |               |       |               |
| Hybrid Vehicle                                               | Is the vehicle for the new service, or vehicle(s) to be procured, a hybrid? (Only applicable to non-zero emission fuel types)                                                                                                                                                                                                               |       |               |       |               |       |               |
| Model Year                                                   | The engine model year of the vehicle that will operate the new service, or of the new vehicle(s) to be procured.                                                                                                                                                                                                                            |       |               |       |               |       |               |
| Project-Specific GHG Emission Factor (gCO <sub>2</sub> e/MJ) | If used, applicant must be able to demonstrate an approved carbon intensity value under the Low Carbon Fuel Standard and submit additional documentation.                                                                                                                                                                                   |       |               |       |               |       |               |
| Annual VMT (mi/yr)                                           | The estimated annual VMT required to operate the new service or of the new vehicle(s) to be procured (e.g., 72,000). For rail and ferry vehicles, applicants may alternatively use Annual Fuel. For vehicles with multiple engines (e.g., DMUs), provide the cumulative VMT across all the engines.                                         |       |               |       |               |       |               |
| Annual Fuel Use                                              | The estimated annual fuel (i.e., gallon of diesel, kWh of electricity) required to operate the new service, or of the new rail or ferry vehicle(s) to be procured (e.g., 26,000).<br><br>Units of gallons for biodiesel, diesel, gasoline, LNG, renewable diesel; scf for CNG and renewable natural gas; kWh for electric; kg for hydrogen. |       |               |       |               |       |               |

| Baseline Vehicle Inputs                               |                                                                                                                                                                                                                                                                                                                                                                                                  | Input | Documentation | Input | Documentation | Input | Documentation |
|-------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|---------------|-------|---------------|-------|---------------|
| Vehicle Type                                          | The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) of the baseline vehicle(s).                                                                                                                                                                                                                                                                                                         |       |               |       |               |       |               |
| Engine Tier                                           | The engine tier of the baseline vehicle(s).                                                                                                                                                                                                                                                                                                                                                      |       |               |       |               |       |               |
| Engine Horsepower                                     | The engine horsepower rating of the baseline vehicle(s).                                                                                                                                                                                                                                                                                                                                         |       |               |       |               |       |               |
| Fuel Type                                             | The fuel type (e.g., electric, diesel, etc.) of the baseline vehicle(s).                                                                                                                                                                                                                                                                                                                         |       |               |       |               |       |               |
| Model Year                                            | The average engine model year(s) of the baseline vehicle(s).                                                                                                                                                                                                                                                                                                                                     |       |               |       |               |       |               |
| Annual VMT (mi/yr)                                    | The estimated annual VMT of the baseline vehicle(s). For rail and ferry vehicles, applicants may alternatively use Annual Fuel. For vehicles with multiple engines (e.g., DMUs), provide the cumulative VMT across all the engines.                                                                                                                                                              |       |               |       |               |       |               |
| Annual Fuel Use                                       | The estimated annual fuel the baseline vehicle(s) would have required to operate the equivalent as the new vehicle to be procured.<br><br>Units of gallons for biodiesel, diesel, gasoline, LNG, renewable diesel; scf for CNG and renewable natural gas; kWh for electric; kg for hydrogen.                                                                                                     |       |               |       |               |       |               |
| Fuel/Energy Reductions Inputs                         |                                                                                                                                                                                                                                                                                                                                                                                                  | Input | Documentation | Input | Documentation | Input | Documentation |
| Vehicle Type                                          | The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) of the displaced vehicle(s).                                                                                                                                                                                                                                                                                                        |       |               |       |               |       |               |
| Engine Tier                                           | The engine tier of the displaced vehicle(s).                                                                                                                                                                                                                                                                                                                                                     |       |               |       |               |       |               |
| Engine Horsepower                                     | The engine horsepower rating of the displaced vehicle(s).                                                                                                                                                                                                                                                                                                                                        |       |               |       |               |       |               |
| Fuel Type                                             | The fuel/energy type (e.g., diesel, grid electricity, etc.) being reduced as a result of the project.                                                                                                                                                                                                                                                                                            |       |               |       |               |       |               |
| Model Year                                            | The average engine model year(s) of the vehicle(s) to realize fuel/energy reductions as a result of the project.                                                                                                                                                                                                                                                                                 |       |               |       |               |       |               |
| Annual Fuel Use                                       | The estimated annual fuel/energy reductions expected to be realized as a result of the project.                                                                                                                                                                                                                                                                                                  |       |               |       |               |       |               |
|                                                       | Units of gallons for biodiesel, diesel, gasoline, LNG, renewable diesel; scf for CNG and renewable natural gas; kWh for electric; kg for hydrogen.<br><br>For projects that generate renewable electricity using solar photovoltaic panels, applicants should use the PVWatts Calculator to determine this input, available at <a href="http://pvwatts.nrel.gov/">http://pvwatts.nrel.gov/</a> . |       |               |       |               |       |               |
| Travel Cost Savings Inputs                            |                                                                                                                                                                                                                                                                                                                                                                                                  | Input | Documentation | Input | Documentation | Input | Documentation |
| Baseline Average One-Way Fare Cost (\$/Trip/Rider)    | The average fare cost per trip per rider prior to project implementation. If expanding service, baseline fare cost is zero.                                                                                                                                                                                                                                                                      |       |               |       |               |       |               |
| New Average One-Way Fare Cost (\$/Trip/Rider)         | The new expected average fare cost per trip per rider resulting from the proposed project.                                                                                                                                                                                                                                                                                                       |       |               |       |               |       |               |
| Average Transit Facility Parking Cost (\$/Trip/Rider) | The average expected cost of parking per trip per rider that riders would pay at the transit facility where the trip originates. Consider that not all transit riders may use the parking. However, the calculations will already take into account that parking is only paid once per round trip.                                                                                               |       |               |       |               |       |               |
| Average Avoided Parking Cost (\$/Trip/Rider)          | The average expected cost of parking per trip per rider that riders would have otherwise paid if not using the service resulting from the project. The calculations will already take into account that parking is only paid once per round trip.                                                                                                                                                |       |               |       |               |       |               |
| Average Avoided Toll Cost (\$/Trip/Rider)             | The average expected cost of tolls per trip per rider that riders would have otherwise paid if not using the service resulting from the project. The calculations will already take into account that tolls are only paid once per round trip.                                                                                                                                                   |       |               |       |               |       |               |
|                                                       |                                                                                                                                                                                                                                                                                                                                                                                                  |       |               |       |               |       |               |



**California Air Resources Board**  
**Benefits Calculator Tool for the**  
**Transit and Intercity Rail Capital Program**  
**California Climate Investments**

|                      |                                             |
|----------------------|---------------------------------------------|
| <b>Project Name:</b> | <b>SVS Transit Center Bus Routes (PC 4)</b> |
|----------------------|---------------------------------------------|

|                                                                                        | Quantified GHG Component 1                                                                                   | Quantified GHG Component 2                                                                                                     | Quantified GHG Component 3                                                                                      | Quantified GHG Component 4                                                                        | Quantified GHG Component 5                                                                                     | Quantified GHG Component 6 | Total Project |
|----------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|----------------------------|---------------|
| <b>Identifying Descriptor</b>                                                          | Ridership increase for Amador Transit; Ridership increase for El Dorado Transit; Ridership increase for FAST | Ridership increase for Placer County Transit; Ridership increase for Roseville Transit; Ridership increase for San Joaquin RTD | Ridership increase for Yuba Sutter Transit; Fuel savings for Amador Transit; Fuel savings for El Dorado Transit | Fuel savings for FAST; Fuel savings for Placer County Transit; Fuel savings for Roseville Transit | Fuel savings for San Joaquin RTD; Fuel savings for Yuba-Sutter Transit; Exapnded SCT (Galt-Sacramento) service |                            |               |
| <b>GHG Emission Reduction Start Date (Year)</b>                                        | 2024; 2024; 2024                                                                                             | 2024; 2024; 2024                                                                                                               | 2024; 2024; 2024                                                                                                | 2024; 2024; 2024                                                                                  | 2024; 2024; 2024                                                                                               |                            |               |
| <b>Total CCI</b>                                                                       |                                                                                                              |                                                                                                                                |                                                                                                                 |                                                                                                   |                                                                                                                |                            |               |
| <b>Total GHG Emission Reductions (MTCO<sub>2</sub>e)</b>                               | 4,176                                                                                                        | 5,374                                                                                                                          | 2,378                                                                                                           | 1,489                                                                                             | 536                                                                                                            |                            | 13,951        |
| <b>Total GGRF Funds Requested (\$)</b>                                                 | \$14,533,000                                                                                                 |                                                                                                                                |                                                                                                                 |                                                                                                   |                                                                                                                |                            | \$14,533,000  |
| <b>Total GHG Emission Reductions/Total GGRF Funds Requested (MTCO<sub>2</sub>e/\$)</b> | 0.000287                                                                                                     |                                                                                                                                |                                                                                                                 |                                                                                                   |                                                                                                                |                            | 0.000960      |
| <b>TIRCP</b>                                                                           |                                                                                                              |                                                                                                                                |                                                                                                                 |                                                                                                   |                                                                                                                |                            |               |
| <b>TIRCP GHG Emission Reductions (MTCO<sub>2</sub>e)</b>                               | 4,176                                                                                                        | 5,374                                                                                                                          | 2,378                                                                                                           | 1,489                                                                                             | 536                                                                                                            |                            | 13,951        |
| <b>TIRCP Funds Requested (\$)</b>                                                      | \$14,533,000                                                                                                 |                                                                                                                                |                                                                                                                 |                                                                                                   |                                                                                                                |                            | \$14,533,000  |
| <b>TIRCP GHG Emission Reductions/TIRCP Funds Requested (MTCO<sub>2</sub>e/\$)</b>      | 0.000287                                                                                                     |                                                                                                                                |                                                                                                                 |                                                                                                   |                                                                                                                |                            | 0.000960      |
| <b>TIRCP Funds Requested/TIRCP GHG Emission Reductions (\$/MTCO<sub>2</sub>e)</b>      | 3,480                                                                                                        |                                                                                                                                |                                                                                                                 |                                                                                                   |                                                                                                                |                            | 1,042         |
| <b>Additional CCI Program 1</b>                                                        |                                                                                                              |                                                                                                                                |                                                                                                                 |                                                                                                   |                                                                                                                |                            |               |
| <b>CCI Program</b>                                                                     |                                                                                                              |                                                                                                                                |                                                                                                                 |                                                                                                   |                                                                                                                |                            |               |
| <b>GHG Emission Reductions Attributable to other GGRF Programs (MTCO<sub>2</sub>e)</b> |                                                                                                              |                                                                                                                                |                                                                                                                 |                                                                                                   |                                                                                                                |                            |               |
| <b>Total Additional GGRF Funds to Implement Project (\$)</b>                           |                                                                                                              |                                                                                                                                |                                                                                                                 |                                                                                                   |                                                                                                                |                            |               |
| <b>Additional CCI Program 2</b>                                                        |                                                                                                              |                                                                                                                                |                                                                                                                 |                                                                                                   |                                                                                                                |                            |               |
| <b>CCI Program</b>                                                                     |                                                                                                              |                                                                                                                                |                                                                                                                 |                                                                                                   |                                                                                                                |                            |               |
| <b>GHG Emission Reductions Attributable to other GGRF Programs (MTCO<sub>2</sub>e)</b> |                                                                                                              |                                                                                                                                |                                                                                                                 |                                                                                                   |                                                                                                                |                            |               |
| <b>Total Additional GGRF Funds to Implement Project (\$)</b>                           |                                                                                                              |                                                                                                                                |                                                                                                                 |                                                                                                   |                                                                                                                |                            |               |



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|               |                                      |
|---------------|--------------------------------------|
| Project Name: | SVS Transit Center Bus Routes (PC 4) |
|---------------|--------------------------------------|

|                                             | Quantified Co-Benefit Component 1                                                                            | Quantified Co-Benefit Component 2                                                                                              | Quantified Co-Benefit Component 3                                                                               | Quantified Co-Benefit Component 4                                                                 | Quantified Co-Benefit Component 5                                                                              | Quantified Co-Benefit Component 6 | Total Project |
|---------------------------------------------|--------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|-----------------------------------|---------------|
| Identifying Descriptor                      | Ridership increase for Amador Transit; Ridership increase for El Dorado Transit; Ridership increase for FAST | Ridership increase for Placer County Transit; Ridership increase for Roseville Transit; Ridership increase for San Joaquin RTD | Ridership increase for Yuba Sutter Transit; Fuel savings for Amador Transit; Fuel savings for El Dorado Transit | Fuel savings for FAST; Fuel savings for Placer County Transit; Fuel savings for Roseville Transit | Fuel savings for San Joaquin RTD; Fuel savings for Yuba-Sutter Transit; Exapnded SCT (Galt-Sacramento) service |                                   |               |
| <b>Total CCI</b>                            |                                                                                                              |                                                                                                                                |                                                                                                                 |                                                                                                   |                                                                                                                |                                   |               |
| Passenger VMT Reductions (miles)            | 12,793,349                                                                                                   | 16,736,165                                                                                                                     | 4,704,884                                                                                                       |                                                                                                   | 0                                                                                                              |                                   | 34,234,398    |
| Fossil Fuel Use Reductions (gallons)        | 349,190                                                                                                      | 471,417                                                                                                                        | 133,978                                                                                                         | 2,204                                                                                             | (25)                                                                                                           |                                   | 956,764       |
| Fossil Fuel Energy Use Reductions (kWh)     |                                                                                                              |                                                                                                                                |                                                                                                                 |                                                                                                   |                                                                                                                |                                   |               |
| Energy and Fuel Cost Savings (\$)           |                                                                                                              |                                                                                                                                | \$230,110                                                                                                       | \$394,532                                                                                         | \$141,982                                                                                                      |                                   | \$766,624     |
| Passenger Travel Cost Savings (\$)          | \$7,420,142                                                                                                  | \$9,706,976                                                                                                                    | \$2,728,833                                                                                                     |                                                                                                   | \$0                                                                                                            |                                   | \$19,855,951  |
| ROG Emission Reductions (lbs)               | 182                                                                                                          | 173                                                                                                                            | 50                                                                                                              | 2                                                                                                 | 1                                                                                                              |                                   | 406           |
| NO <sub>x</sub> Emission Reductions (lbs)   | 1,047                                                                                                        | 1,029                                                                                                                          | 1,040                                                                                                           | 1,288                                                                                             | 463                                                                                                            |                                   | 4,867         |
| PM <sub>2.5</sub> Emission Reductions (lbs) | 523                                                                                                          | 682                                                                                                                            | 240                                                                                                             | 83                                                                                                | 30                                                                                                             |                                   | 1,557         |
| Diesel PM Emission Reductions (lbs)         | 1                                                                                                            | 1                                                                                                                              | 6                                                                                                               | 10                                                                                                | 3                                                                                                              |                                   | 22            |
| <b>TIRCP</b>                                |                                                                                                              |                                                                                                                                |                                                                                                                 |                                                                                                   |                                                                                                                |                                   |               |
| Passenger VMT Reductions (miles)            | 12,793,349                                                                                                   | 16,736,165                                                                                                                     | 4,704,884                                                                                                       |                                                                                                   | 0                                                                                                              |                                   | 34,234,398    |
| Fossil Fuel Use Reductions (gallons)        | 349,190                                                                                                      | 471,417                                                                                                                        | 133,978                                                                                                         | 2,204                                                                                             | (25)                                                                                                           |                                   | 956,764       |
| Fossil Fuel Energy Use Reductions (kWh)     |                                                                                                              |                                                                                                                                |                                                                                                                 |                                                                                                   |                                                                                                                |                                   |               |
| Energy and Fuel Cost Savings (\$)           |                                                                                                              |                                                                                                                                | \$230,110                                                                                                       | \$394,532                                                                                         | \$141,982                                                                                                      |                                   | \$766,624     |
| Passenger Travel Cost Savings (\$)          | \$7,420,142                                                                                                  | \$9,706,976                                                                                                                    | \$2,728,833                                                                                                     |                                                                                                   | \$0                                                                                                            |                                   | \$19,855,951  |
| ROG Emission Reductions (lbs)               | 182                                                                                                          | 173                                                                                                                            | 50                                                                                                              | 2                                                                                                 | 1                                                                                                              |                                   | 406           |
| NO <sub>x</sub> Emission Reductions (lbs)   | 1,047                                                                                                        | 1,029                                                                                                                          | 1,040                                                                                                           | 1,288                                                                                             | 463                                                                                                            |                                   | 4,867         |
| PM <sub>2.5</sub> Emission Reductions (lbs) | 523                                                                                                          | 682                                                                                                                            | 240                                                                                                             | 83                                                                                                | 30                                                                                                             |                                   | 1,557         |
| Diesel PM Emission Reductions (lbs)         | 1                                                                                                            | 1                                                                                                                              | 6                                                                                                               | 10                                                                                                | 3                                                                                                              |                                   | 22            |

| Additional CCI Program 1                    |  |  |  |  |  |  |  |
|---------------------------------------------|--|--|--|--|--|--|--|
| Passenger VMT Reductions (miles)            |  |  |  |  |  |  |  |
| Fossil Fuel Use Reductions (gallons)        |  |  |  |  |  |  |  |
| Fossil Fuel Energy Use Reductions (kWh)     |  |  |  |  |  |  |  |
| Energy and Fuel Cost Savings (\$)           |  |  |  |  |  |  |  |
| Passenger Travel Cost Savings (\$)          |  |  |  |  |  |  |  |
| ROG Emission Reductions (lbs)               |  |  |  |  |  |  |  |
| NO <sub>x</sub> Emission Reductions (lbs)   |  |  |  |  |  |  |  |
| PM <sub>2.5</sub> Emission Reductions (lbs) |  |  |  |  |  |  |  |
| Diesel PM Emission Reductions (lbs)         |  |  |  |  |  |  |  |
| Additional CCI Program 2                    |  |  |  |  |  |  |  |
| Passenger VMT Reductions (miles)            |  |  |  |  |  |  |  |
| Fossil Fuel Use Reductions (gallons)        |  |  |  |  |  |  |  |
| Fossil Fuel Energy Use Reductions (kWh)     |  |  |  |  |  |  |  |
| Energy and Fuel Cost Savings (\$)           |  |  |  |  |  |  |  |
| Passenger Travel Cost Savings (\$)          |  |  |  |  |  |  |  |
| ROG Emission Reductions (lbs)               |  |  |  |  |  |  |  |
| NO <sub>x</sub> Emission Reductions (lbs)   |  |  |  |  |  |  |  |
| PM <sub>2.5</sub> Emission Reductions (lbs) |  |  |  |  |  |  |  |
| Diesel PM Emission Reductions (lbs)         |  |  |  |  |  |  |  |



**California Air Resources Board**  
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| Key Terms                             | Definitions of Key Terms                                                                                                                                                                                                                                                                                                                                                                                                                           |
|---------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Adjustment Factor                     | Discount factor applied to annual ridership to account for transit-dependent riders.                                                                                                                                                                                                                                                                                                                                                               |
| Baseline Vehicle                      | The vehicle that is currently owned/in operation that will be replaced by a new zero- or near zero-emission vehicle purchase, or the vehicle that would have been purchased if not for this project (e.g., 2022 diesel bus).                                                                                                                                                                                                                       |
| Cleaner Vehicles / Technology / Fuels | Project type that identifies project subcomponents that result in the use of cleaner vehicles, technologies, or fuels. For example, replacing existing diesel buses with electric buses or using renewable natural gas instead of fossil natural gas would be considered the “cleaner vehicles/technology/fuels” project type.                                                                                                                     |
| Co-benefit                            | A social, economic, or environmental benefit as a result of the proposed project in addition to the GHG reduction benefit.                                                                                                                                                                                                                                                                                                                         |
| Directly Operated                     | Transportation service provided directly by a transit agency, using their employees to supply the necessary labor to operate the revenue vehicles. This includes instances where an agency’s employees provide purchased transportation (PT) services to the agency through a contractual agreement.                                                                                                                                               |
| Energy and Fuel Cost Savings          | Changes in energy and fuel costs to the transit operator as a result of the project. Savings may be achieved by changing the quantity of energy or fuel used, conversion to an alternative energy or fuel source/vehicle, or renewable energy or fuel generation to displace existing fuel purchases.                                                                                                                                              |
| Fuel/Energy Reduction                 | Project type that identifies project subcomponents that result in using less fuel or energy from existing transit services, or producing renewable energy/fuel. This includes projects that reduce transit VMT and idling, or generate renewable electricity. For example, optimizing bus routes to reduce diesel fuel usage or installing solar panels to displace grid electricity would be considered the “fuel/energy reduction” project type. |
| Key Variable                          | Project characteristics that contribute to a project’s GHG emission reductions and signal an additional benefit (e.g., passenger VMT reductions, renewable energy generated).                                                                                                                                                                                                                                                                      |
| New Service                           | Project type that identifies project subcomponents that result in a new transportation service. This may include expansion of an existing service. For example, constructing a new rail line or adding new buses to an existing transit route would be considered the “new service” project type.                                                                                                                                                  |
| Project Component                     | An overarching activity which may encompass more than one project subcomponent.                                                                                                                                                                                                                                                                                                                                                                    |
| Project Type                          | For the purposes of the TIRCP Quantification Methodology, eligible projects fall into four project types that meet the objectives program and for which there are methods to quantify GHG emission reductions.                                                                                                                                                                                                                                     |
| Project Subcomponent                  | A project activity that corresponds to a specific project type for which GHG emission reductions and air pollutant emission co-benefits may be estimated, evaluated and reported separately from other subcomponents within a TIRCP project component.                                                                                                                                                                                             |
| Purchased Transportation              | Transportation service provided to a public transit agency or governmental unit from a public or private transportation provider based on a written contract where the provider is obligated in advance to operate public transportation services for a public transit agency or governmental unit for a specific monetary consideration using its own employees to operate revenue vehicles.                                                      |
| Quantification Period                 | Number of years that the project subcomponent will provide GHG emission reductions that can reasonably be achieved and assured. Sometimes referred to as “Project Life” or “Useful Life”.                                                                                                                                                                                                                                                          |
| Replacement                           | Identifies project subcomponents that replace a baseline vehicle(s) with a new vehicle(s) without resulting in new service.                                                                                                                                                                                                                                                                                                                        |

|                                    |                                                                                                                                                                                                                                                                                                                                                                        |
|------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| System and Efficiency Improvements | Project type that identifies project subcomponents that result in increased ridership for existing routes. This may include projects that increase service level, reliability, safety, or decrease travel times. For example, implementing integrated ticketing or improving scheduling systems would be considered the "system efficiency improvements" project type. |
| Travel Cost Savings                | Changes in travel costs to the user as a result of the project from switching travel modes.                                                                                                                                                                                                                                                                            |
| Unlinked Passenger Trips           | Number of passengers who board public transportation vehicles.                                                                                                                                                                                                                                                                                                         |

| Acronym             | Term                                                         |
|---------------------|--------------------------------------------------------------|
| CARB                | California Air Resources Board                               |
| CalSTA              | California State Transportation Agency                       |
| CB                  | commuter bus                                                 |
| CC                  | cable car                                                    |
| CR                  | commuter rail                                                |
| Diesel PM           | diesel particulate matter                                    |
| DMU                 | diesel multiple unit                                         |
| DO                  | directly operated                                            |
| DR                  | demand response                                              |
| DT                  | demand response taxi                                         |
| FB                  | ferryboat                                                    |
| GGRF                | Greenhouse Gas Reduction Fund                                |
| GHG                 | greenhouse gas                                               |
| hp                  | horsepower                                                   |
| HR                  | heavy rail                                                   |
| kWh                 | kilowatt hours                                               |
| lbs                 | pounds                                                       |
| LR                  | light rail                                                   |
| MB                  | bus                                                          |
| MG                  | monorail/automated guideway                                  |
| MJ                  | megajoule                                                    |
| MTCO <sub>2</sub> e | metric tons of carbon dioxide equivalent                     |
| NO <sub>x</sub>     | nitrous oxide                                                |
| PM                  | particulate matter                                           |
| PM <sub>2.5</sub>   | particulate matter with a diameter less than 2.5 micrometers |
| PM <sub>10</sub>    | particulate matter with a diameter less than 10 micrometers  |
| PT                  | purchased transportation                                     |
| RB                  | bus rapid transit                                            |
| ROG                 | reactive organic gas                                         |
| SR                  | streetcar rail                                               |
| TB                  | trolley bus                                                  |
| TIRCP               | Transit and Intercity Rail Program                           |
| VMT                 | vehicle miles traveled                                       |
| VP                  | vanpool                                                      |
| YR                  | hybrid rail                                                  |



**California Air Resources Board**  
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Applicants must use this Benefits Calculator Tool to report the estimated GHG benefits and selected co-benefits associated with proposed projects. In addition to TIRCP application requirements, applicants for GGRF funding are required to document results from the use of this Benefits Calculator Tool, including supporting materials to verify the accuracy of project-specific inputs. Applicants are required to provide electronic documentation that is complete and sufficient to allow the calculations to be reviewed and replicated. Paper copies of supporting materials must be available upon request by agency staff.

**General Documentation**

The following checklist is provided as a guide to applicants; additional data and/or information may be necessary to support project-specific input assumptions.

|    | Documentation Description                                                                                                                                                                                                     | Completed? |
|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| 1. | Contact information for the person who can answer project specific questions from staff reviewers on the quantification calculations                                                                                          |            |
| 2. | Project description, including excerpts or specific references to the location of the project information in the main TIRCP allocation request necessary to complete the applicable portions of this Benefits Calculator Tool |            |
| 3. | TIRCP Benefits Calculator Tool (this file) (in .xlsx) with worksheets applicable to the project populated (ensure that all fields in the GHG Summary and Co-benefits Summary tabs are populated)                              |            |
| 4. | Any other information as necessary and appropriate to substantiate TIRCP Benefits Calculator Tool inputs (e.g., ridership documentation, route map)                                                                           |            |

## Project-Specific Documentation

The applicant will use the following table of Required Fields by Quantification Method to determine the required project details needed for input into this TIRCP Calculator Tool for the applicable quantification method identified in the previous table.

| Input Fields                                                                                                        | New Service      | System and Efficiency Improvements | Cleaner Vehicles/Technology/Fuels | Fuel/Energy Reduction |
|---------------------------------------------------------------------------------------------------------------------|------------------|------------------------------------|-----------------------------------|-----------------------|
| Identifying Descriptor (ID)                                                                                         | ✓                | ✓                                  | ✓                                 | ✓                     |
| This section is used to determine the amount of funding being requested/provided to the project.                    |                  |                                    |                                   |                       |
| TIRCP Funds Requested (\$)                                                                                          | ✓                | ✓                                  | ✓                                 | ✓                     |
| Multi-Year                                                                                                          | ✓                | ✓                                  | ✓                                 | ✓                     |
| CCI Program                                                                                                         | Optional         | Optional                           | Optional                          | Optional              |
| Additional GGRF Funds (\$)                                                                                          | Optional         | Optional                           | Optional                          | Optional              |
| CCI Program                                                                                                         | Optional         | Optional                           | Optional                          | Optional              |
| Additional GGRF Funds (\$)                                                                                          | Optional         | Optional                           | Optional                          | Optional              |
| This section is used to determine the quantification method and emission factors to use to estimate emissions.      |                  |                                    |                                   |                       |
| Project Type                                                                                                        | ✓                | ✓                                  | ✓                                 | ✓                     |
| Service Type                                                                                                        | ✓                | ✓                                  | ✓                                 | ✓                     |
| Type of Region                                                                                                      | ✓                | ✓                                  | ✓                                 | ✓                     |
| Region                                                                                                              | ✓                | ✓                                  | ✓                                 | ✓                     |
| Year 1 (Yr1)                                                                                                        | ✓                | ✓                                  | ✓                                 | ✓                     |
| Year F (YrF)                                                                                                        | ✓                | ✓                                  | ✓                                 | ✓                     |
| Useful Life (yrs)                                                                                                   | ✓                | ✓                                  | ✓                                 | ✓                     |
| This section is used to estimate the emission and cost reductions from displaced auto vehicle miles traveled (VMT). |                  |                                    |                                   |                       |
| Yr1 Ridership                                                                                                       | ✓                | ✓                                  |                                   |                       |
| YrF Ridership                                                                                                       | ✓                | ✓                                  |                                   |                       |
| Adjustment Factor                                                                                                   | ✓                | ✓                                  |                                   |                       |
| Length of Average Trip (mi)                                                                                         | ✓                | ✓                                  |                                   |                       |
| This section is used to estimate the net emission reductions from new service.                                      |                  |                                    |                                   |                       |
| Vehicle Type                                                                                                        | ✓                |                                    | ✓                                 |                       |
| Engine Tier                                                                                                         | ✓, if applicable |                                    | ✓, if applicable                  |                       |
| Engine Horsepower                                                                                                   | ✓, if applicable |                                    | ✓, if applicable                  |                       |
| Hybrid Vehicle                                                                                                      | ✓                |                                    | ✓                                 |                       |
| Fuel Type                                                                                                           | ✓                |                                    | ✓                                 |                       |
| Model Year                                                                                                          | ✓, if applicable |                                    | ✓, if applicable                  |                       |
| Project-Specific GHG Emission Factor (gCO2e/MJ)                                                                     | Optional         |                                    | Optional                          |                       |
| Annual VMT (mi/yr)                                                                                                  | ✓, if applicable |                                    | ✓, if applicable                  |                       |
| Annual Fuel                                                                                                         | ✓, if applicable |                                    | ✓, if applicable                  |                       |
| This section is used to estimate the net emission reductions from avoided use of the baseline vehicle.              |                  |                                    |                                   |                       |
| Vehicle Type                                                                                                        | Optional         |                                    | ✓                                 |                       |
| Engine Tier                                                                                                         | Optional         |                                    | ✓, if applicable                  |                       |
| Engine Horsepower                                                                                                   | Optional         |                                    | ✓, if applicable                  |                       |
| Fuel Type                                                                                                           | Optional         |                                    | ✓                                 |                       |
| Model Year                                                                                                          | Optional         |                                    | ✓, if applicable                  |                       |
| Annual VMT (mi/yr)                                                                                                  | Optional         |                                    | ✓, if applicable                  |                       |
| Annual Fuel                                                                                                         | Optional         |                                    | ✓, if applicable                  |                       |
| This section is used to estimate the net emission reductions from fuel/energy reductions.                           |                  |                                    |                                   |                       |
| Vehicle Type                                                                                                        | Optional         | Optional                           | Optional                          | ✓                     |
| Engine Tier                                                                                                         | Optional         | Optional                           | Optional                          | ✓, if applicable      |
| Engine Horsepower                                                                                                   | Optional         | Optional                           | Optional                          | ✓, if applicable      |
| Fuel Type                                                                                                           | Optional         | Optional                           | Optional                          | ✓                     |
| Model Year                                                                                                          | Optional         | Optional                           | Optional                          | ✓, if applicable      |
| Annual Fuel                                                                                                         | Optional         | Optional                           | Optional                          | ✓                     |
| This section is used to estimate the travel cost savings co-benefit.                                                |                  |                                    |                                   |                       |
| Baseline Fare Cost (\$/Trip/Rider)                                                                                  |                  | Optional                           |                                   |                       |
| Project Fare Cost (\$/Trip/Rider)                                                                                   | Optional         | Optional                           |                                   |                       |
| Transit Facility Parking Cost (\$/Trip/Rider)                                                                       | Optional         | Optional                           |                                   |                       |
| Avoided Parking Cost (\$/Trip/Rider)                                                                                | Optional         | Optional                           |                                   |                       |
| Avoided Toll Cost (\$/Trip/Rider)                                                                                   | Optional         | Optional                           |                                   |                       |

| Key              | Description                                                             |
|------------------|-------------------------------------------------------------------------|
| ✓                | Input is required.                                                      |
| ✓, if applicable | Input is required, if applicable.                                       |
| Optional         | Inputs depend on the project and vehicle type that is selected.         |
| ✓ / Optional     | Inputs depend on the vehicle type that is selected and may be required. |



# **California Air Resources Board** **Benefits Calculator Tool for the** **Transit and Intercity Rail Capital Program** **California Climate Investments**

CARB staff developed these recommended values for applicants to use for the length of the average unlinked passenger trip and baseline average fare cost, by agency or statewide, by mode, and by type of service using 2017 Annual data from the National Transit Database . These values were calculated by dividing passenger miles traveled by unlinked passenger trips. Adjustment factors were developed by the Institute of Transportation Studies based on a review of research on transit dependency and data from the 2013 California Household Travel Survey.

## **Length of Average Trip and Adjustment Factor by Mode**

| Mode Type                        | Mode | Type of Service | Length of Average Trip (Miles/Trip) | Adjustment Factor  |
|----------------------------------|------|-----------------|-------------------------------------|--------------------|
| Commuter Bus (Express/Intercity) | CB   | DO              | 17.57                               | 70.5               |
|                                  |      | PT              | 21.83                               |                    |
| Cable Car                        | CC   | DO              | 1.26                                | 47.9               |
| Commuter Rail                    | CR   | PT              | 25.69                               | 86.7               |
| Demand Response                  | DR   | DO              | 9.08                                | 54                 |
|                                  |      | PT              | 9.94                                |                    |
| Demand Response Taxi             | DT   | PT              | 12.35                               | 54                 |
| Ferryboat                        | FB   | DO              | 10.85                               | 100                |
|                                  |      | PT              | 15.01                               |                    |
| Heavy Rail                       | HR   | DO              | 11.48                               | 79.4               |
| Light Rail                       | LR   | DO              | 5.44                                | 68.5               |
| Bus (Local)                      | MB   | DO              | 3.77                                | 56.1 (Transit Bus) |
|                                  |      | PT              | 4.27                                | 58.5 (Shuttle)     |
| Monorail/Automated Guideway      | MG   | PT              | 3.18                                | 47.9               |
| Bus Rapid Transit                | RB   | DO              | 6.56                                | 54.2               |
| Streetcar Rail                   | SR   | DO              | 1.43                                | 47.9               |
| Trolley Bus                      | TB   | DO              | 1.48                                | 47.9               |
| Vanpool                          | VP   | DO              | 42.28                               | 87.9               |
|                                  |      | PT              | 44.27                               |                    |
| Hybrid Rail                      | YR   | PT              | 8.58                                | 73.8               |

### Length of Average Trip and Average Fare Cost by Transit Agency

| Agency                                           | Mode | Type of Service | Length of Average Trip | Average Fare Cost per Trip |
|--------------------------------------------------|------|-----------------|------------------------|----------------------------|
| Access Services                                  | DR   | PT              | 11.47                  | \$2.22                     |
| Access Services                                  | DT   | PT              | 14.69                  | \$2.39                     |
| Alameda-Contra Costa Transit District            | CB   | DO              | 14.19                  | \$2.49                     |
| Alameda-Contra Costa Transit District            | DR   | PT              | 10.47                  | \$3.81                     |
| Alameda-Contra Costa Transit District            | MB   | DO              | 3.28                   | \$1.36                     |
| Alameda-Contra Costa Transit District            | MB   | PT              | 13.03                  | \$2.48                     |
| Altamont Corridor Express                        | CR   | PT              | 42.86                  | \$6.85                     |
| Anaheim Transportation Network                   | MB   | PT              | 1.98                   | \$0.55                     |
| Antelope Valley Transit Authority                | CB   | PT              | 42.05                  | \$8.53                     |
| Antelope Valley Transit Authority                | DR   | PT              | 9.18                   | \$2.21                     |
| Antelope Valley Transit Authority                | MB   | PT              | 7.15                   | \$1.13                     |
| Butte County Association of Governments          | DR   | PT              | 4.33                   | \$2.09                     |
| Butte County Association of Governments          | MB   | PT              | 4.92                   | \$1.11                     |
| California Vanpool Authority                     | VP   | DO              | 42.28                  | \$3.27                     |
| Central Contra Costa Transit Authority           | DR   | PT              | 9.89                   | \$3.55                     |
| Central Contra Costa Transit Authority           | MB   | DO              | 4.54                   | \$1.12                     |
| City of Commerce Municipal Buslines              | DR   | DO              | 9.36                   | \$0.00                     |
| City of Commerce Municipal Buslines              | MB   | DO              | 4.03                   | \$0.00                     |
| City of Elk Grove                                | CB   | PT              | 13.46                  | \$1.80                     |
| City of Elk Grove                                | DR   | PT              | 6.27                   | \$5.17                     |
| City of Elk Grove                                | MB   | PT              | 4                      | \$1.34                     |
| City of Fairfield - Fairfield and Suisun Transit | CB   | PT              | 20.4                   | \$3.88                     |
| City of Fairfield - Fairfield and Suisun Transit | DR   | PT              | 9.63                   | \$4.94                     |
| City of Fairfield - Fairfield and Suisun Transit | MB   | PT              | 3.17                   | \$1.03                     |
| City of Gardena Transportation Department        | DR   | DO              | 3.17                   | \$0.50                     |
| City of Gardena Transportation Department        | MB   | DO              | 3.2                    | \$0.77                     |
| City of Glendale                                 | DR   | PT              | 5.26                   | \$1.09                     |
| City of Glendale                                 | MB   | PT              | 2.2                    | \$0.62                     |
| City of La Mirada Transit                        | DR   | PT              | 2.86                   | \$0.77                     |

|                                                  |    |    |       |         |
|--------------------------------------------------|----|----|-------|---------|
| City of Los Angeles Department of Transportation | CB | PT | 17    | \$3.03  |
| City of Los Angeles Department of Transportation | DR | PT | 4.69  | \$0.92  |
| City of Los Angeles Department of Transportation | DT | PT | 2.18  | \$2.77  |
| City of Los Angeles Department of Transportation | MB | PT | 1.55  | \$0.37  |
| City of Petaluma                                 | DR | PT | 3.9   | \$2.23  |
| City of Petaluma                                 | MB | PT | 2.76  | \$0.64  |
| City of Redondo Beach - Beach Cities Transit     | DR | PT | 4.43  | \$0.85  |
| City of Redondo Beach - Beach Cities Transit     | MB | PT | 4.1   | \$0.84  |
| City of Riverside Special Transportation         | DR | DO | 7.79  | \$2.11  |
| City of San Luis Obispo                          | MB | PT | 3.1   | \$0.62  |
| City of Santa Rosa                               | DR | PT | 5.46  | \$3.13  |
| City of Santa Rosa                               | MB | DO | 3.94  | \$0.77  |
| City of Santa Rosa                               | MB | PT | 3     | \$10.28 |
| City of Tulare                                   | DR | PT | 5.38  | \$2.27  |
| City of Tulare                                   | MB | PT | 4.36  | \$0.84  |
| City of Turlock                                  | DR | PT | 7.42  | \$3.01  |
| City of Turlock                                  | MB | PT | 3.33  | \$0.56  |
| City of Visalia - Visalia City Coach             | CB | PT | 45.01 | \$7.69  |
| City of Visalia - Visalia City Coach             | DR | PT | 7.69  | \$3.93  |
| City of Visalia - Visalia City Coach             | MB | PT | 6.26  | \$0.90  |
| Culver City Municipal Bus Lines                  | DR | DO | 2.03  | \$0.45  |
| Culver City Municipal Bus Lines                  | MB | DO | 3.33  | \$0.63  |
| El Dorado County Transit Authority               | CB | DO | 31.03 | \$5.37  |
| El Dorado County Transit Authority               | DR | DO | 11.22 | \$10.25 |
| El Dorado County Transit Authority               | MB | DO | 8.97  | \$1.47  |
| Foothill Transit                                 | MB | PT | 7.62  | \$1.19  |
| Fresno Area Express                              | DR | PT | 7.3   | \$1.30  |
| Fresno Area Express                              | MB | DO | 2.6   | \$0.79  |
| Gold Coast Transit                               | DR | PT | 7.45  | \$2.62  |
| Gold Coast Transit                               | MB | DO | 4.25  | \$0.81  |
| Golden Empire Transit District                   | DR | DO | 6.48  | \$2.69  |
| Golden Empire Transit District                   | MB | DO | 3.59  | \$0.84  |

|                                                                     |    |    |       |        |
|---------------------------------------------------------------------|----|----|-------|--------|
| Golden Gate Bridge, Highway and Transportation District             | DR | PT | 11.82 | \$4.09 |
| Golden Gate Bridge, Highway and Transportation District             | FB | DO | 10.85 | \$8.05 |
| Golden Gate Bridge, Highway and Transportation District             | MB | DO | 18.65 | \$4.79 |
| Imperial County Transportation Commission                           | DR | PT | 18.47 | \$2.09 |
| Imperial County Transportation Commission                           | MB | PT | 9.91  | \$0.83 |
| Kings County Area Public Transit Agency                             | DR | PT | 3.75  | \$1.92 |
| Kings County Area Public Transit Agency                             | MB | PT | 6.46  | \$0.73 |
| Laguna Beach Municipal Transit                                      | MB | DO | 2.22  | \$0.04 |
| Livermore / Amador Valley Transit Authority                         | DR | PT | 6.02  | \$4.14 |
| Livermore / Amador Valley Transit Authority                         | MB | PT | 4.62  | \$1.22 |
| Long Beach Transit                                                  | DR | PT | 4.76  | \$1.66 |
| Long Beach Transit                                                  | MB | DO | 3.23  | \$0.61 |
| Los Angeles County Metropolitan Transportation Authority dba: Metro | HR | DO | 5     | \$0.78 |
| Los Angeles County Metropolitan Transportation Authority dba: Metro | LR | DO | 7.31  | \$0.78 |
| Los Angeles County Metropolitan Transportation Authority dba: Metro | MB | DO | 4.03  | \$0.82 |
| Los Angeles County Metropolitan Transportation Authority dba: Metro | MB | PT | 4.72  | \$0.43 |
| Los Angeles County Metropolitan Transportation Authority dba: Metro | RB | DO | 6.56  | \$0.78 |
| Los Angeles County Metropolitan Transportation Authority dba: Metro | VP | PT | 44.79 | \$3.93 |
| Marin County Transit District                                       | DR | PT | 8.1   | \$3.33 |
| Marin County Transit District                                       | MB | PT | 4.09  | \$1.08 |
| Modesto Area Express                                                | DR | PT | 6.84  | \$2.87 |
| Modesto Area Express                                                | DT | PT | 4.9   | \$1.69 |
| Modesto Area Express                                                | MB | PT | 4.26  | \$0.89 |
| Montebello Bus Lines                                                | DT | PT | 2.16  | \$0.29 |
| Montebello Bus Lines                                                | MB | DO | 3.25  | \$0.76 |
| Montebello Bus Lines                                                | MB | PT | 2.9   | \$1.20 |

|                                                     |    |    |       |         |
|-----------------------------------------------------|----|----|-------|---------|
| Monterey-Salinas Transit                            | CB | DO | 40.49 | \$16.91 |
| Monterey-Salinas Transit                            | DR | PT | 8.58  | \$2.59  |
| Monterey-Salinas Transit                            | MB | DO | 6.21  | \$2.14  |
| Monterey-Salinas Transit                            | MB | PT | 3.71  | \$1.92  |
| Napa Valley Transportation Authority                | CB | PT | 30.84 | \$2.33  |
| Napa Valley Transportation Authority                | DR | PT | 7.19  | \$2.43  |
| Napa Valley Transportation Authority                | MB | PT | 7.42  | \$0.69  |
| North County Transit District                       | CR | PT | 26.44 | \$4.04  |
| North County Transit District                       | DR | PT | 12.97 | \$3.83  |
| North County Transit District                       | MB | PT | 4.32  | \$0.95  |
| North County Transit District                       | YR | PT | 8.58  | \$1.06  |
| Norwalk Transit System                              | DR | PT | 3.41  | \$1.14  |
| Norwalk Transit System                              | MB | DO | 4.19  | \$0.88  |
| Omnitrans                                           | DR | PT | 14.01 | \$3.78  |
| Omnitrans                                           | MB | DO | 5.14  | \$1.01  |
| Omnitrans                                           | MB | PT | 3.12  | \$1.08  |
| Orange County Transportation Authority              | CB | DO | 21.11 | \$1.68  |
| Orange County Transportation Authority              | CB | PT | 19.28 | \$1.44  |
| Orange County Transportation Authority              | DR | PT | 11.29 | \$4.42  |
| Orange County Transportation Authority              | DT | PT | 3.02  | \$3.44  |
| Orange County Transportation Authority              | MB | DO | 3.35  | \$0.99  |
| Orange County Transportation Authority              | MB | PT | 3.88  | \$0.97  |
| Orange County Transportation Authority              | VP | PT | 34.51 | \$3.95  |
| Paratransit, Inc.                                   | DR | DO | 9.74  | \$4.20  |
| Paratransit, Inc.                                   | DR | PT | 10.46 | \$7.07  |
| Paratransit, Inc.                                   | DT | PT | 8.37  | \$4.47  |
| Peninsula Corridor Joint Powers Board dba: Caltrain | CR | PT | 21.77 | \$4.96  |
| Peninsula Corridor Joint Powers Board dba: Caltrain | MB | PT | 3.47  | \$0.00  |

|                                                                 |    |    |       |        |
|-----------------------------------------------------------------|----|----|-------|--------|
| Placer County Department of Public Works and Facilities         | CB | PT | 20.11 | \$5.37 |
| Placer County Department of Public Works and Facilities         | DR | DO | 11.84 | \$3.53 |
| Placer County Department of Public Works and Facilities         | DR | PT | 3.41  | \$0.73 |
| Placer County Department of Public Works and Facilities         | DT | PT | 15.71 | \$3.54 |
| Placer County Department of Public Works and Facilities         | MB | DO | 7.64  | \$1.05 |
| Placer County Department of Public Works and Facilities         | MB | PT | 3.09  | \$0.67 |
| Placer County Department of Public Works and Facilities         | VP | PT | 33.94 | \$2.79 |
| Pomona Valley Transportation Authority                          | DR | PT | 5.5   | \$0.81 |
| Pomona Valley Transportation Authority                          | DT | PT | 4.81  | \$1.94 |
| Redding Area Bus Authority                                      | DR | PT | 8.86  | \$3.26 |
| Redding Area Bus Authority                                      | MB | PT | 6.99  | \$1.02 |
| Riverside Transit Agency                                        | CB | DO | 19.49 | \$3.83 |
| Riverside Transit Agency                                        | CB | PT | 23.22 | \$2.08 |
| Riverside Transit Agency                                        | DR | PT | 11.28 | \$3.68 |
| Riverside Transit Agency                                        | DT | PT | 17.51 | \$4.05 |
| Riverside Transit Agency                                        | MB | DO | 6.27  | \$0.90 |
| Riverside Transit Agency                                        | MB | PT | 6.64  | \$1.33 |
| Sacramento Regional Transit District                            | DR | DO | 2.59  | \$1.38 |
| Sacramento Regional Transit District                            | LR | DO | 6.01  | \$1.29 |
| Sacramento Regional Transit District                            | MB | DO | 3.46  | \$1.53 |
| San Diego Association of Governments                            | VP | PT | 48.7  | \$3.11 |
| San Diego Metropolitan Transit System                           | CB | PT | 24.51 | \$4.17 |
| San Diego Metropolitan Transit System                           | DR | PT | 10.38 | \$4.52 |
| San Diego Metropolitan Transit System                           | LR | DO | 5.61  | \$1.04 |
| San Diego Metropolitan Transit System                           | MB | DO | 4.51  | \$1.02 |
| San Diego Metropolitan Transit System                           | MB | PT | 3.25  | \$1.00 |
| San Francisco Bay Area Rapid Transit District                   | HR | DO | 13.72 | \$3.64 |
| San Francisco Bay Area Rapid Transit District                   | MG | PT | 3.18  | \$5.58 |
| San Francisco Bay Area Water Emergency Transportation Authority | FB | PT | 15.01 | \$7.07 |

|                                             |    |    |       |        |
|---------------------------------------------|----|----|-------|--------|
| San Francisco Municipal Railway             | CC | DO | 1.26  | \$4.34 |
| San Francisco Municipal Railway             | DR | PT | 6.17  | \$2.29 |
| San Francisco Municipal Railway             | LR | DO | 2.73  | \$0.77 |
| San Francisco Municipal Railway             | MB | DO | 2.15  | \$0.77 |
| San Francisco Municipal Railway             | SR | DO | 1.43  | \$0.77 |
| San Francisco Municipal Railway             | TB | DO | 1.48  | \$0.77 |
| San Joaquin Regional Transit District       | CB | PT | 44.3  | \$4.45 |
| San Joaquin Regional Transit District       | DT | PT | 5.83  | \$3.73 |
| San Joaquin Regional Transit District       | MB | DO | 3.53  | \$0.82 |
| San Joaquin Regional Transit District       | MB | PT | 4.56  | \$0.82 |
| San Luis Obispo Regional Transit Authority  | DR | DO | 7.85  | \$3.05 |
| San Luis Obispo Regional Transit Authority  | MB | DO | 11.05 | \$1.31 |
| San Mateo County Transit District           | DR | PT | 8.1   | \$2.51 |
| San Mateo County Transit District           | DT | PT | 11.89 | \$2.38 |
| San Mateo County Transit District           | MB | DO | 3.61  | \$1.32 |
| San Mateo County Transit District           | MB | PT | 6.19  | \$1.34 |
| Santa Barbara Metropolitan Transit District | MB | DO | 4.09  | \$1.12 |
| Santa Clara Valley Transportation Authority | DR | PT | 10.24 | \$3.45 |
| Santa Clara Valley Transportation Authority | DT | PT | 10.68 | \$2.86 |
| Santa Clara Valley Transportation Authority | LR | DO | 5.25  | \$0.88 |
| Santa Clara Valley Transportation Authority | MB | DO | 5.18  | \$0.88 |
| Santa Clara Valley Transportation Authority | MB | PT | 3.68  | \$0.00 |
| Santa Clarita Transit                       | CB | PT | 24.78 | \$3.03 |
| Santa Clarita Transit                       | DR | PT | 6.11  | \$1.14 |
| Santa Clarita Transit                       | MB | PT | 4.23  | \$0.84 |
| Santa Cruz Metropolitan Transit District    | CB | DO | 31.21 | \$5.42 |
| Santa Cruz Metropolitan Transit District    | DR | DO | 7.24  | \$4.08 |
| Santa Cruz Metropolitan Transit District    | DT | PT | 7.23  | \$2.09 |
| Santa Cruz Metropolitan Transit District    | MB | DO | 4.27  | \$1.52 |
| Santa Maria Area Transit                    | DR | PT | 7.4   | \$0.44 |
| Santa Maria Area Transit                    | MB | PT | 3.73  | \$1.02 |

|                                                            |    |    |       |         |
|------------------------------------------------------------|----|----|-------|---------|
| Santa Monica's Big Blue Bus                                | DR | PT | 2.27  | \$0.41  |
| Santa Monica's Big Blue Bus                                | MB | DO | 3.81  | \$0.89  |
| Solano County Transit                                      | CB | PT | 13.78 | \$2.50  |
| Solano County Transit                                      | DR | PT | 5.36  | \$2.21  |
| Solano County Transit                                      | MB | PT | 2.64  | \$2.43  |
| Sonoma County Transit                                      | DR | PT | 12.17 | \$3.77  |
| Sonoma County Transit                                      | MB | PT | 8.33  | \$1.49  |
| Southern California Regional Rail Authority dba: Metrolink | CR | PT | 29.15 | \$5.79  |
| SunLine Transit Agency                                     | DR | DO | 12.02 | \$2.05  |
| SunLine Transit Agency                                     | MB | DO | 6.86  | \$0.65  |
| The Eastern Contra Costa Transit Authority                 | DR | PT | 6     | \$3.08  |
| The Eastern Contra Costa Transit Authority                 | MB | PT | 7.23  | \$1.11  |
| Torrance Transit System                                    | DT | PT | 5.2   | \$1.74  |
| Torrance Transit System                                    | MB | DO | 4.95  | \$0.66  |
| Transit Joint Powers Authority for Merced County           | DR | PT | 6.36  | \$3.69  |
| Transit Joint Powers Authority for Merced County           | MB | PT | 6.22  | \$1.57  |
| Unitrans - City of Davis/ASUCD                             | MB | DO | 2.15  | \$0.79  |
| Ventura Intercity Service Transit Authority                | CB | PT | 20.34 | \$1.60  |
| Ventura Intercity Service Transit Authority                | DR | PT | 3.18  | \$1.75  |
| Ventura Intercity Service Transit Authority                | MB | PT | 4.37  | \$0.85  |
| Victor Valley Transit Authority                            | CB | PT | 52.89 | \$10.12 |
| Victor Valley Transit Authority                            | DR | PT | 13.17 | \$2.96  |
| Victor Valley Transit Authority                            | MB | PT | 6.74  | \$1.08  |
| Victor Valley Transit Authority                            | VP | PT | 48.72 | \$4.17  |
| Western Contra Costa Transit Authority                     | CB | PT | 23.95 | \$4.12  |
| Western Contra Costa Transit Authority                     | DR | PT | 8.15  | \$1.35  |
| Western Contra Costa Transit Authority                     | MB | PT | 7.29  | \$1.10  |
| Yolo County Transportation District                        | DR | PT | 12.25 | \$4.88  |
| Yolo County Transportation District                        | MB | PT | 10.63 | \$1.67  |
| Yuba-Sutter Transit Authority                              | CB | PT | 39.33 | \$4.48  |
| Yuba-Sutter Transit Authority                              | DR | PT | 5.87  | \$1.83  |
| Yuba-Sutter Transit Authority                              | MB | PT | 3.05  | \$0.65  |

# San Joaquin Corridor 2nd Platforms at Modesto and Turlock-Denair Amtrak Stations Project

Attachment 3: Benefit-Cost Analysis  
Technical Memorandum

FY 2023–FY 2024 Consolidated Rail Infrastructure and Safety Improvements Program



**Applicant: California Department of Transportation (Caltrans)**

**Contact:**

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Draft 2026 ITIP



## Executive Summary

The **San Joaquin Corridor 2nd Platforms at Modesto and Turlock-Denair Amtrak Stations Project** (“the Project”) proposed by California Department of Transportation (Caltrans) aims to improve service reliability and efficiency in passenger and freight movement along the BNSF-owned San Joaquin corridor by constructing a second platform at the Modesto and Turlock-Denair stations, including associated infrastructure improvements (additional track, lighting, benches, shelters, signage, and signaling). The Project will also increase pedestrian and vehicular safety in the project areas by upgrading three at-grade crossings at Parker Road at the Modesto station and Zeering Road and Main Street at the Turlock-Denair station, including new gates, sidewalk, channeling, and signage improvements specific to each crossing.

A Benefit-Cost Analysis (BCA) was conducted to evaluate the social costs and benefits associated with the Project, supporting its application for the FY2023-2024 Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program administered by the Federal Railroad Administration (FRA). The analysis adheres to the *Benefit-Cost Analysis Guidance for Discretionary Grant Programs* published by the U.S. Department of Transportation (USDOT) in December 2023. The methodology of the analysis conforms to USDOT and other federal guidelines regarding BCA and is in line with relevant industry standards and best practice.

## Executive Summary Matrix

Table ES-1 summarizes the key components of the analysis, describing the baseline status of the existing at-grade rail crossings and train performance in the service corridor and the expected impacts of the proposed enhancements and improvements of the Project.

**Table ES-1. Executive Project Summary Matrix**

| Project Parameters                                         | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Current Status/Baseline and Problem to be Addressed</b> | The existing single platforms and track configurations at Modesto and Turlock-Denair stations currently lead to delays caused by passenger and freight train meets, which inhibit freight movement and risk passenger attrition. The current station infrastructure limits the amenities and accessibility for Amtrak passengers to wait for, board and alight from trains. The current state of the three at-grade crossings presents a safety risk to pedestrians and roadway users.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Change to Baseline Conditions/Alternatives</b>          | <p><b>No Build Alternative:</b> The existing single platforms and track configurations at Modesto and Turlock-Denair stations are expected to continue resulting in delays to passenger and freight train, inhibiting freight movement and risk passenger attrition. The existing station infrastructure continue to limit the amenities and accessibility for Amtrak passengers waiting for, boarding and alighting from trains. The existing state of the three at-grade crossings continues to present a safety risk to pedestrians and roadway users.</p> <p><b>Build Alternative:</b> The Project includes the construction of a second platform at the Modesto and Turlock-Denair stations, associated infrastructure improvements (e.g., additional track, lighting, shelters, benches, signage and signaling) as well as upgrades at 3 at-grade crossings at Park Road at Modesto station and Zeering Road and Main Street at the Turlock-Denair station. These improvements are expected to make passage through these stations more efficient and reliable, thereby enhancing the performance of existing trains, limiting idling, and improving the safety in the station area.</p> |
| <b>Types of Impacts</b>                                    | <b>Intercity Rail Passenger Travel Time Savings:</b> The reduction in the average travel delay experienced by passenger and freight trains operating in the San Joaquins service corridor reduces their annual operational run time. The reduction in operational run time results in travel time savings for passengers using the San Joaquins intercity rail service.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

| Project Parameters | Description                                                                                                                                                                                                                                                                                                                                                                           |
|--------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    | <b>Safety Benefits:</b> The upgrades to the at-grade crossings, which include lighting, signage, and signaling, are expected to enhance safety for pedestrians and roadway traffic by effectively separating people from trains. The proposed improvements reduce the risk of predicted collisions between trains and pedestrians and roadway vehicles.                               |
|                    | <b>Rail Operator Labor Cost Savings:</b> The reduction in the average travel delay experienced by passenger and freight trains operating in the San Joaquins service corridor reduces their annual operational run time. The reduction in operational run time results in labor cost savings for Amtrak and the freight rail operators.                                               |
|                    | <b>Train Operating Costs Savings:</b> The reduction in the average travel delay experienced by passenger and freight trains operating in the San Joaquins service corridor reduces their annual operational run time. The reduction in operational run time results in operating cost savings for Amtrak and the freight rail operators.                                              |
|                    | <b>Train Emissions Reduction:</b> The reduction in the average travel delay experienced by passenger and freight trains operating in the San Joaquins service corridor reduces their annual operational run time. The reduction in operational run time results in avoided carbon dioxide (CO <sub>2</sub> ) and non-CO <sub>2</sub> emissions by Amtrak and the freight rail trains. |
|                    | <b>Passenger Facility Amenities:</b> The expansion of the station platforms at Modest and Turlock-Denair and the enhancements of the station and platform areas provide additional amenities, including benches, shelters and signage, for passengers. These amenities enhance the experience of waiting, boarding and alighting passengers.                                          |
|                    | <b>Residual Value:</b> The upgraded infrastructure is projected to have a useful lifespan of at least 30 years, representing a substantial long-term investment within Stanislaus County and the San Joaquins service corridor. The analysis monetizes the useful life of the capital investment remaining at the end of the 20-year analysis period.                                 |

## Summary of Benefit-Cost Analysis Results

The analysis evaluates the social and user benefits and costs of the Project over a 5-year design and construction period followed by a 20-year operational period. The design and construction period of the Project is expected to last from 2024 to 2028 and includes environmental review, design, right-of-way acquisition and construction. Following the completion of construction, the operations period of the Project is expected to be from 2029 to 2048 and includes the impacts of the proposed improvements. The benefits and costs evaluated in the analysis are calculated in 2022 constant dollars, and their present value is calculated using a 3.1 percent discount rate, per USDOT BCA guidance published in December 2023; the value of CO<sub>2</sub> emissions is discounted at a rate of 2.0 percent.

## Costs

The capital cost for the Project is calculated to be \$36.1 million in year-of-expenditure dollars, which includes \$1.0 million in previously incurred costs and \$35.1 million in future design, engineering, right-of-way acquisition and construction costs. The capital costs for the Project represent the estimated costs for environmental review, design, right-of-way acquisition and construction of the proposed project improvements based on the known concept parameters and schedule. When deflating from year-of-expenditure dollars assuming an annual escalation rate of 5.0 percent from 2024 to 2028, the capital costs are calculated to be \$30.3 million in undiscounted 2022 dollars. At a 3.1 percent real discount rate, the capital costs are \$26.6 million in 2022 dollars. Table ES-2 shows the breakdown of capital expenditures by cost category and year in year-of-expenditure dollars and constant 2022 dollars.

**Table ES-2. Project Costs by Year (millions of dollars)**

| Cost Category                           | 2024         | 2025         | 2026          | 2027          | 2028         | Total         |
|-----------------------------------------|--------------|--------------|---------------|---------------|--------------|---------------|
| <b>Year-of-Expenditure Dollars</b>      |              |              |               |               |              |               |
| <b>Environmental/Design/Engineering</b> | \$1.0        | \$0.2        | -             | -             | -            | <b>\$1.2</b>  |
| <b>ROW Acquisition</b>                  | -            | \$0.2        | -             | -             | -            | <b>\$0.2</b>  |
| <b>Construction</b>                     | -            | \$5.8        | \$11.6        | \$11.6        | \$5.8        | <b>\$34.7</b> |
| <b>Total</b>                            | <b>\$1.0</b> | <b>\$6.2</b> | <b>\$11.6</b> | <b>\$11.6</b> | <b>\$5.8</b> | <b>\$36.1</b> |
| <b>Constant 2022 dollars</b>            |              |              |               |               |              |               |
| <b>Environmental/Design/Engineering</b> | \$1.0        | \$0.2        | -             | -             | -            | <b>\$1.1</b>  |
| <b>ROW Acquisition</b>                  | -            | \$0.2        | -             | -             | -            | <b>\$0.2</b>  |
| <b>Construction</b>                     | -            | \$5.2        | \$9.9         | \$9.4         | \$4.5        | <b>\$29.0</b> |
| <b>Total</b>                            | <b>\$1.0</b> | <b>\$5.6</b> | <b>\$9.9</b>  | <b>\$9.4</b>  | <b>\$4.5</b> | <b>\$30.3</b> |

Note: The values may not add up to the totals due to rounding.

The projected annual maintenance expenses for the proposed improvements related to the Project are calculated to be \$0.1 million in 2022 dollars. As a life-cycle cost analysis has not been completed for the Project elements, the annual maintenance costs are assumed to be represented by the value of 0.5 percent of the total construction costs. Over the course of a 20-year analysis period, the cumulative maintenance expenses for the proposed improvements are calculated to be \$2.9 million in undiscounted 2022 dollars. At a 3.1 percent real discount rate, these costs are \$1.8 million in 2022 dollars. Table ES-3 summarizes the annual operations and maintenance costs.

**Table ES-3. Annual Operations and Maintenance Costs (in undiscounted 2022 dollars)**

|                                         | No Build Scenario | Build Scenario   |
|-----------------------------------------|-------------------|------------------|
| <b>Operations and Maintenance Costs</b> | -                 | <b>\$145,000</b> |

## Benefits

Upon completion of the Project, the proposed improvements at the Modesto and Turlock-Denair stations are expected to improve the system performance of Amtrak passenger and freight trains throughout the service corridor and enhance the experience of waiting, boarding and alighting passengers. The upgrades of the at-grade railroad crossings and the enhancements of pedestrian infrastructure in the station areas provide a safer and more comfortable environment for pedestrians and roadway traffic, while reducing conflicts with trains. Over the 20-year analysis period, the monetized impacts in undiscounted 2022 dollars include the following:

### Intercity Rail Passenger Time Savings

The construction of a second platform at the Amtrak stations in Modesto and Turlock-Denair is expected to reduce the station-related travel delays for the Amtrak San Joaquins service passenger trains by at least 25 percent, thereby reducing travel time for intercity passenger users. The reduction in delays benefits passengers traveling on the train and those waiting at stations downstream in the service corridor. As a result of the Project, intercity rail passengers will avoid about 1.3 million person-hours of delay valued at \$39.5 million over the 20-year analysis period.

### Safety Benefits

The upgrades to the at-grade crossings, including lighting, signage, new gates and signaling, are expected to enhance safety for pedestrians and roadway traffic by effectively separating people from trains. The proposed improvements reduce the risk of predicted collisions between trains and

pedestrians and roadway vehicles, avoiding future injuries and fatalities. As a result of the Project, injuries and fatalities valued at \$407,000 will be avoided over the 20-year analysis period.

### Rail Operator Labor Cost Savings

The reduction in the travel delay experienced by passenger and freight trains operating in the San Joaquins service corridor reduces their annual operational run time. The reduction in operational run time results in labor cost savings for Amtrak and the freight rail operators. As a result of the Project, rail operators will save \$5.1 million in labor costs over the 20-year analysis period.

### Train Operating Cost Savings

The reduction in the average travel delay experienced by passenger and freight trains operating in the San Joaquins service corridor reduces their annual operational run time. The reduction in operational run time results in operating cost savings for Amtrak and the freight rail operators. As a result of the Project, rail operators will save \$7.4 million in operating costs over the 20-year analysis period.

### Train Emissions Reduction

The reduction in the average travel delay experienced by passenger and freight trains operating in the San Joaquins service corridor reduces their annual operational run time. The reduction in operational run time results in avoided carbon dioxide (CO<sub>2</sub>) and non-CO<sub>2</sub> emissions by Amtrak and the freight rail trains. As a result of the Project, rail operators will avoid releasing greenhouse gas emissions valued at \$15.8 million over the 20-year analysis period.

### Passenger Facility Amenity Benefits

The expansion of the station platforms at Modest and Turlock-Denair and the enhancements of the station and platform areas provide additional amenities, including benches, shelters and signage, for passengers. These amenities enhance the experience of waiting, boarding and alighting passengers; their value is monetized using the appropriate standard factors from the USDOT BCA guidance. As a result of the Project, passengers at the Modesto and Turlock-Denair stations will enjoy the station amenities valued at \$0.6 million over the 20-year analysis period.

### Asset Useful Life and Residual Value

The analysis assumes a useful life of at least 30 years for the proposed improvements included in the Project. The residual value measures the remaining value of the capital investment following the first 20 years of straight-line depreciation. By the end of the 20-year analysis period, \$8.2 million of the initial capital investment will be retained as residual value.

## Benefit-Cost Analysis Results

The total benefits of the Project are calculated to be \$44.0 million, expressed in discounted dollars of 2022. The aggregate capital expenditure, including environmental review, design, engineering and construction, is projected to be \$26.6 million in discounted dollars of 2022. The difference in the costs and benefits equals a net present value of \$17.4 million in discounted 2022 dollars, resulting in a benefit-cost ratio of 1.65. Table ES-4 below presents the results of the analysis for the Project by benefit category.

**Table ES-4. Summary Results of Benefit-Cost Analysis (in 2022 dollars)**

| Benefit                                             | Monetized Value<br>(Undiscounted) | Monetized Value<br>(Discounted) |
|-----------------------------------------------------|-----------------------------------|---------------------------------|
| <b>Total Benefits</b>                               | <b>\$74,057,000</b>               | <b>\$43,956,000</b>             |
| <i>Intercity Rail Passenger Travel Time Savings</i> | \$39,518,000                      | \$24,008,000                    |
| <i>Avoided Injuries and Fatalities</i>              | \$407,000                         | \$250,000                       |
| <i>Rail Operator Labor Cost Savings</i>             | \$5,148,000                       | \$3,159,000                     |
| <i>Train Operating Cost Savings</i>                 | \$7,330,000                       | \$4,498,000                     |

## Benefit-Cost Analysis Technical Memorandum

| Benefit                                             | Monetized Value<br>(Undiscounted) | Monetized Value<br>(Discounted) |
|-----------------------------------------------------|-----------------------------------|---------------------------------|
| <i>Train Emission Reductions</i>                    | \$15,822,000                      | \$9,786,000                     |
| <i>Passenger Facility Amenity Benefits</i>          | \$554,000                         | \$336,000                       |
| <i>Residual Value</i>                               | \$8,181,000                       | \$3,699,000                     |
| <i>Change in Operations &amp; Maintenance Costs</i> | (\$2,902,000)                     | (\$1,781,000)                   |
| <b>Total Capital Costs</b>                          | <b>\$30,333,000</b>               | <b>\$26,567,000</b>             |
| <b>Net Present Value</b>                            | <b>\$43,725,000</b>               | <b>\$17,389,000</b>             |
| <b>Benefit-Cost Ratio</b>                           | <b>2.44</b>                       | <b>1.65</b>                     |

Note: The line-item values may not add up to the total values due to rounding.

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## 1. Introduction

The benefit-cost analysis (BCA) evaluates the **San Joaquin Corridor 2nd Platforms at Modesto and Turlock-Denair Amtrak Stations Project** (“the Project”) proposed by the Caltrans and the Burlington Northern Santa Fe (BNSF) Railway. The BCA details the methodology and assumptions used to calculate benefits and costs, summarizes Project benefits, and provides Project costs. The BCA is a requirement of the FY 2023-2024 Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant program administered by the Federal Railroad Administration (FRA).

### 1.1 BCA Framework

A BCA is an evaluation framework to assess the economic advantages (benefits) and disadvantages (costs) of an investment alternative. Benefits and costs are broadly defined and quantified in monetary terms to the extent possible. The overall goal of a BCA is to assess whether the expected benefits of a project justify the costs from a national perspective. A BCA framework attempts to capture the net welfare change created by a project. It includes cost savings and increases in welfare (benefits), disbenefits where costs can be identified (that is, project capital costs), and welfare reductions where some groups are expected to be made worse off because of the proposed project.

The BCA framework involves defining a Base, or “No Build Scenario”, which is compared to the Build Scenario, where the grant request is awarded, and the project is built as proposed. The BCA assesses the incremental difference between the No Build Scenario and the Build Scenario, which represents the net change in welfare. BCAs are forward-looking exercises that seek to assess the incremental change in welfare over a project life cycle. The importance of future welfare changes is determined through discounting, which is meant to reflect both the opportunity cost of capital and the societal preference for the present.

The analysis was conducted in accordance with the benefit-cost methodology as recommended by the U.S. Department of Transportation (USDOT) in the *Benefit-Cost Analysis Guidance for Discretionary Grant Programs* published in December 2023. This methodology includes the following analytical assumptions:

- Defining existing and future conditions under a No Build Scenario and Build Scenario;
- Estimating benefits and costs during project construction and operation, including 20 years of operations beyond the project completion when benefits accrue;
- Using USDOT recommended monetized values for travel time savings, vehicle operating cost savings, and emissions, while relying on best practices for monetization of other benefits;
- Presenting dollar values in real 2022 dollars. In instances where cost estimates and benefits valuations are expressed in historical or future dollar years, using an appropriate inflation rate to adjust the values; and,
- Discounting future benefits and costs with a real discount rate of 3.1 percent; the value of CO<sub>2</sub> emissions are discounted at a rate of 2.0 percent.

### 1.2 Report Contents

The Report illustrates the methodology, assumptions, and inputs used in the BCA and an evaluation of its results. Section 2 explains the BCA methodology and describes the Project. Section 3 explains the Project costs. Section 4 summarizes the methodology for projecting passenger volumes and service impacts for the No Build and Build scenarios. Section 5 provides an outline of the calculation of the benefits by category. Section 6 summarizes the results of the BCA.

## 2. Project Context

The existing single platforms and track configurations at the Modesto and Turlock-Denair stations currently lead to service delays caused by conflicts between passenger and freight train, which inhibit

freight movement and risk passenger attrition. In addressing these challenges, the Project will make passage through these stations more efficient and reliable, thereby enhancing the performance of passenger service and freight trains, limiting idling, and improving the safety in the area by upgrading the three at-grade crossings. It will also lay the groundwork for future double-tracking at critical chokepoints along the corridor, which will facilitate improved frequency for passenger trains.

The Project will improve service reliability and efficiency in passenger and freight train movements along the BNSF-owned San Joaquin corridor by constructing a second platform at the Modesto and Denair stations with associated infrastructure improvements (additional track, benches, shelters and signage). The Project will also increase pedestrian and vehicular safety in the project areas by upgrading three at-grade crossings at Parker Road near the Modesto station and at Zeering Road and Main Street near the Turlock-Denair station with new gates, sidewalk, signals, roadway channeling, and signage.

## 2.1 General Assumptions

The BCA requires several general assumptions that guide the overall analysis, presented below in Table 1.

**Table 1: General Assumptions**

| Assumption                          | Value                                                                                                                     |
|-------------------------------------|---------------------------------------------------------------------------------------------------------------------------|
| Base Year Dollars                   | 2022 (in accordance with USDOT BCA Guidance)                                                                              |
| Capital Cost Adjustment             | 2024 dollars converted to 2022 dollars using an inflation adjustment factor of 0.9497 (USDOT BCA Guidance)                |
| Real Discount Rate                  | 3.1 percent, excluding 2 percent for CO <sub>2</sub> emissions (consistent with USDOT BCA Guidance and OMB Circular A-94) |
| Environmental/Design Start Date     | 2024                                                                                                                      |
| Environmental/Design End Date       | 2025                                                                                                                      |
| Right-of-Way Acquisition Start Date | 2025                                                                                                                      |
| Right-of-Way Acquisition End Date   | 2025                                                                                                                      |
| Construction Start Date             | 2025                                                                                                                      |
| Construction End Date               | 2028                                                                                                                      |
| Project Opening                     | 2029                                                                                                                      |
| End of Analysis Period              | 2048                                                                                                                      |
| Operations Period                   | 20 years (post-construction)                                                                                              |

## 2.2 Build and No Build Scenario Comparison

The BCA assesses whether a proposed infrastructure investment is economically viable by comparing the quantified benefits to the expected costs of both the Build and No Build/Base Scenario.

Benefits/disbenefits are calculated through changes in user costs and impacts on the wider community. Net Project impacts are measured by comparing benefits to (1) capital costs and (2) ongoing operational expenditures for both the Build and No Build Scenarios.

Under the No Build scenario, travel delays in the San Joaquins service corridor caused by conflicts between passenger and freight trains continue at the Modesto and Turlock-Denair stations. The service delays impact the travel time of intercity rail passengers, while increasing the operating costs for Amtrak and freight rail operators and greenhouse gas emissions generated by their trains. The at-grade railroad crossings at Parker Road near the Modesto station and at Zeering Road and Main Street near the Turlock-Denair station continue to pose safety concerns for both vehicles and pedestrians as a result of conflicts with trains.

The Build scenario includes improvements at the Modesto and Turlock-Denair stations resulting in an enhanced experience for passengers and reduced service delays for San Joaquin service trains and freight trains. In addition to the construction of a second platform, the improvements at the Modesto station include the addition of a 3,000-foot-long station track on the north side of the station with a pedestrian overpass. The improvements at the Turlock-Denair station include a 300-foot extension eastward of the existing station platform and a 600-foot station platform on the south side of the existing station platform. Improvements at both stations include benches, shelters, signage, inter-track fencing, gates between the two platforms to improve pedestrian safety and access, additional track, and the relocation of switches. These improvements are expected to reduce service delays caused by conflicts between passenger and freight trains by at least 25 percent, resulting in travel time savings for passengers and operating cost savings and reduced greenhouse gas emissions for rail operators. The at-grade railroad crossings at Parker Road near the Modesto station and at Zeering Road and Main Street near the Turlock-Denair station will be upgraded with new gates, new lighting, signage, signals, roadway channeling and sidewalks to enhance the safety for pedestrians and roadway vehicles.

### 3. Project Costs

The expected costs associated with the Project include the capital expenditures for the environmental review, design, right-of-way acquisition and construction of the project improvements and the change in annual operations and maintenance costs for maintaining the operability of the proposed improvements.

#### 3.1 Project Capital Costs

The capital cost for the Project is expected to be \$36.1 million in year-of-expenditure dollars, including \$1.0 million in previously incurred costs and \$35.1 million in future design, engineering, right-of-way acquisition and construction costs. The capital costs for the Project represent the estimated costs for environmental review, design, right-of-way acquisition and construction of the proposed project improvements based on the known concept parameters and schedule. When deflating from year-of-expenditure dollars assuming an annual escalation rate of 5.0 percent from 2024 to 2028, the capital costs are calculated to be \$30.3 million in undiscounted 2022 dollars. At a 3.1 percent real discount rate, these costs are \$26.6 million in 2022 dollars. Table 2 shows the breakdown of capital expenditures by cost category and year in year-of-expenditure dollars and constant 2022 dollars.

**Table 2: Capital Expenditures by Category and Year (in millions of dollars)**

| Cost Category                           | 2024         | 2025         | 2026          | 2027          | 2028         | Total         |
|-----------------------------------------|--------------|--------------|---------------|---------------|--------------|---------------|
| <b>Year-of-Expenditure Dollars</b>      |              |              |               |               |              |               |
| <b>Environmental/Design/Engineering</b> | \$1.0        | \$0.2        | -             | -             | -            | <b>\$1.2</b>  |
| <b>ROW Acquisition</b>                  | -            | \$0.2        | -             | -             | -            | <b>\$0.2</b>  |
| <b>Construction</b>                     | -            | \$5.8        | \$11.6        | \$11.6        | \$5.8        | <b>\$34.7</b> |
| <b>Total</b>                            | <b>\$1.0</b> | <b>\$6.2</b> | <b>\$11.6</b> | <b>\$11.6</b> | <b>\$5.8</b> | <b>\$36.1</b> |
| <b>Constant 2022 dollars</b>            |              |              |               |               |              |               |
| <b>Environmental/Design/Engineering</b> | \$1.0        | \$0.2        | -             | -             | -            | <b>\$1.1</b>  |
| <b>ROW Acquisition</b>                  | -            | \$0.2        | -             | -             | -            | <b>\$0.2</b>  |
| <b>Construction</b>                     | -            | \$5.2        | \$9.9         | \$9.4         | \$4.5        | <b>\$29.0</b> |
| <b>Total</b>                            | <b>\$1.0</b> | <b>\$5.6</b> | <b>\$9.9</b>  | <b>\$9.4</b>  | <b>\$4.5</b> | <b>\$30.3</b> |

*Note: The line-item values may not add up to the total values due to rounding.*

### 3.2 Project Operations and Maintenance Costs

The projected annual maintenance expenses for all proposed improvements related to the Project are calculated to be \$0.1 million in 2022 dollars. As a life-cycle cost analysis has not been completed for the Project elements, the annual maintenance costs are assumed to be represented by the value of 0.5 percent of the total construction costs. Over the course of a 20-year analysis period, the cumulative maintenance expenses for the proposed improvements are calculated to be \$2.9 million in undiscounted 2022 dollars. At a 3.1 percent real discount rate, these costs are \$1.8 million in 2022 dollars. Table 3 summarizes the annual operations and maintenance costs.

**Table 3: Annual Operations and Maintenance Costs (in undiscounted 2022 dollars)**

|                                  | No Build Scenario | Build Scenario |
|----------------------------------|-------------------|----------------|
| Operations and Maintenance Costs | -                 | \$145,000      |

## 4. Ridership Projection Data

The section presents the overarching methodology and assumptions used to calculate the impacts to passenger and freight train service to quantify the benefits relating to the delivery of the Project. It includes the current and projected passenger service ridership data for the Amtrak San Joaquins service and the freight train service under the No Build and Build conditions in the San Joaquins service corridor and at the Modesto and Turlock-Denair train stations.

Amtrak provides the San Joaquins intercity passenger rail service in the corridor, while BNSF operates freight trains in the corridor. The San Joaquins service is classified as a state-supported service for the purposes of calculating service emissions and operating costs. The data and calculations for the ridership forecasts and the projected service impacts under the No Build and Build scenarios are provided in the tab labeled "Service Inputs\_Passenger Rail" in the BCA spreadsheet file. Table 4 presents the service information of the San Joaquins and BNSF services.

**Table 4: Passenger and Freight Service Information**

| Category                  | Service       | Annual Ridership (2022) | Forecast Annual Ridership Growth (to 2029) <sup>1</sup> | Annual Service Frequency |
|---------------------------|---------------|-------------------------|---------------------------------------------------------|--------------------------|
| State-Supported Intercity | San Joaquins  | 1,412,394               | 9.42%                                                   | 4,380                    |
| Freight                   | BNSF Railways | -                       | -                                                       | 8,030                    |

Notes: <sup>2</sup> After 2029, annual growth for the Amtrak service is expected to be 1.0 percent.

The annual growth rates for the San Joaquins service from 2022 to 2029 is based on ridership data modeled by Amtrak's Five-Year Ridership Forecast for FY2024 to FY2029. The annual growth rate for the San Joaquins service after 2029 is based on the average historical growth in ridership; an annual growth rate of 1.0 percent is assumed from 2029 to 2048.

**Table 5: Projected Annual Ridership for San Joaquins Service**

| Service      | Annual Passenger-Trips |           |           |
|--------------|------------------------|-----------|-----------|
|              | 2029                   | 2040      | 2048      |
| San Joaquins | 1,326,000              | 1,480,000 | 1,602,000 |

However, not all passengers in the San Joaquins service corridor will be impacted by the Project as many are expected to board and leave their train outside the project area. The analysis evaluates the impact of the Project to passengers expected to be on the train ("affected"). For the affected passengers, the average occupancy rate per train for the San Joaquin is measured as the proportion of the average length

of a passenger-trip and the entire length of the service route length.<sup>1</sup> These metrics allow for the calculation of annual passengers likely to benefit from the improved system performance enabled by the Project. The ridership affected by downstream delays in the service corridor are expected to experience prolonged wait times at their departure station. Table 6 presents the service information used to evaluate the impacts of ridership directly affected and affected downstream in the service corridor by the Project.

**Table 6: Amtrak San Joaquins Passenger Service - Corridor Service Impacts**

| Service Metric                                              | Value |
|-------------------------------------------------------------|-------|
| Average Passenger Trip Length (passenger-miles)             | 146   |
| Total Service Segment Length (miles)                        | 315   |
| Percentage of Annual Ridership Affected by In-Vehicle Delay | 46%   |
| Percentage of Annual Ridership Affected by Downstream Delay | 27%   |

In addition to the ridership impacts in the service corridor, the analysis evaluates how the impacts of the proposed improvements will be distributed amongst the service ridership waiting, boarding and alighting at the Modesto and Turlock-Denair stations. Based on the breakdown of activity by station in the Amtrak fact sheet for the San Joaquins service, the annual ridership at the Modesto and Turlock-Denair stations as a percentage of the total annual service ridership can be calculated for the current and future years.<sup>2</sup> Table 7 presents the ridership information for the Modesto and Turlock-Denair stations used to evaluate the facility amenity benefits and the change in wait times under the No Build and Build conditions.

**Table 7: Amtrak San Joaquins Passenger Service - Station Ridership**

| Service Metric                                                              | Value     |
|-----------------------------------------------------------------------------|-----------|
| Total Boardings and Alightings - Modesto Station (2020-2022)                | 200,943   |
| Total Boardings and Alightings - Turlock-Denair Station (2020-2022)         | 53,508    |
| Total Boardings and Alightings - San Joaquin Service (2020-2022)            | 3,490,494 |
| Station Passengers as % of Total Service Ridership - Modesto Station        | 5.76%     |
| Station Passengers as % of Total Service Ridership - Turlock-Denair Station | 1.53%     |

The analysis evaluates how the platform expansions at the Modesto and Turlock-Denair stations will reduce the travel delay in the service corridor by measuring the change in travel delay attributed to the stations. The estimated service delay in the service corridor attributable to the Modesto and Turlock-Denair stations is based on the Station Performance Metrics from FY2023 Q2 to FY2024 Q1 published by the FRA.<sup>3</sup> The summary of the station performance data is provided in the "Station Performance" tab in the BCA spreadsheet file. Table 8 presents the service delay information for the Modesto and Turlock-Denair stations used to evaluate the change in travel delays for San Joaquins service trains and freight trains under the No Build and Build conditions.

**Table 8: Amtrak San Joaquins Passenger Service - Station Delays (in Person-Hours)**

| Service Metric                                        | Value  |
|-------------------------------------------------------|--------|
| <b>Current Service Delay Metrics</b>                  |        |
| Annual Passenger Delay @ Modesto Station              | 11,006 |
| Annual Passenger Delay @ Turlock-Denair Station       | 3,707  |
| Annual Detraining Passengers @ Modesto Station        | 46,227 |
| Annual Detraining Passengers @ Turlock-Denair Station | 14,401 |
| Average Delay per Passenger @ Modesto Station         | 0.238  |

<sup>1</sup> Rail Passengers Association. *Amtrak fact sheet: San Joaquins service*. 2023. <https://narpail.org/site/assets/files/3477/39.pdf>.

<sup>2</sup> Rail Passengers Association. *Amtrak fact sheet: San Joaquins service*. 2023. <https://narpail.org/site/assets/files/3477/39.pdf>.

<sup>3</sup> Federal Railroad Administration, *Intercity Passenger Rail Service Quality and Performance Reports*, <https://railroads.dot.gov/rail-network-development/passenger-rail/amtrak/intercity-passenger-rail-service-quality-and>.

| Service Metric                                                              | Value |
|-----------------------------------------------------------------------------|-------|
| Average Delay per Passenger @ Turlock-Denair Station                        | 0.257 |
| Weighted Average Delay per Passenger in Project Area                        | 0.243 |
| <b>Future Service Delay Metrics – San Joaquin Service Passengers</b>        |       |
| Expected Passenger Delay as Percentage of Existing Average Delay (No Build) | 100%  |
| Expected Passenger Delay as Percentage of Existing Average Delay (Build)    | 75%   |
| Average Person-Hours of Delay per Passenger (No Build)                      | 0.243 |
| Average Person-Hours of Delay per Passenger (Build)                         | 0.182 |
| <b>Future Service Delay Metrics – Passenger and Freight Train Service</b>   |       |
| Average Vehicle-Hours of Delay per Train (No Build)                         | 0.243 |
| Average Vehicle-Hours of Delay per Train (Build)                            | 0.182 |

## 5. Project Impacts

The Project is anticipated to yield the following effects at the two stations and beyond.

- Intercity Rail Passengers Travel Time Savings
- Avoided Injuries and Fatalities
- Rail Operator Labor Cost Savings
- Train Operating Cost Savings and Emissions Reduction
- Passenger Facility Amenity Benefits
- Asset Useful Life and Residual Value

The quantifying of these benefits is based on a projection of future users of the San Joaquins service corridor and the Modesto and Turlock-Denair stations in accordance with the U.S. DOT *Benefit-Cost Analysis Guidance for Discretionary Grant Programs* published in December 2023.

### 5.1 Travel Time Savings for Intercity Rail Passengers

With the proposed construction of a second platform and track improvements at the Modesto and Turlock-Denair stations, delays caused by passenger and freight train meets in the project area are expected to be reduced by at least 25 percent. Based on the ridership projections and service delays discussed in Section 4, the analysis calculates the travel time savings for intercity rail passengers on the San Joaquins service under the No Build and Build conditions. The calculations of the ridership projections and the reduction in service delays is provided in the “Service Inputs\_Passenger Rail” tab of the BCA spreadsheet file.

The analysis calculates the travel time savings for rail passengers affected by the Project by comparing the aggregate travel delay of passengers under the No Build and Build conditions. The reduction in travel time and wait time for intercity rail passengers is monetized in accordance with the USDOT BCA guidance. The analysis differentiates between the passengers directly affected by the service delays during transit and the passengers with trips downstream in the service corridor. Based on the expected impacts of the proposed improvements, the Amtrak operations team predicted the Project would result in at least a 25 percent reduction in average travel delay per train at the Modesto and Turlock-Denair stations. The passenger-hours of travel time for the intercity rail services under the No Build and Build conditions are presented in Table 9.

**Table 9: Comparison of Passenger-Hours Traveled in Project Area, No Build versus Build**

| Service Metric                            | 2029    | 2040    | 2048    |
|-------------------------------------------|---------|---------|---------|
| Passenger-Hours of Travel Time (No Build) | 149,200 | 166,400 | 180,200 |
| Passenger-Hours of Wait Time (No Build)   | 86,300  | 96,300  | 104,300 |
| Passenger-Hours of Travel Time (Build)    | 111,900 | 124,800 | 135,200 |

| Service Metric                                     | 2029          | 2040          | 2048          |
|----------------------------------------------------|---------------|---------------|---------------|
| Passenger-Hours of Wait Time (Build)               | 64,800        | 72,200        | 78,200        |
| <b>Reduction in Passenger-Hours of Travel Time</b> | <b>37,300</b> | <b>41,600</b> | <b>45,100</b> |
| <b>Reduction in Passenger-Hours of Wait Time</b>   | <b>21,600</b> | <b>24,100</b> | <b>26,100</b> |

Note: The line-item values may not add up to the total values due to rounding.

During the 20-year analysis period, the total value of the travel time savings benefit is calculated to be \$39.5 million in undiscounted 2022 dollars. When applying a real discount rate of 3.1 percent, the net present value of the travel time savings benefit is calculated to be \$24.0 million in discounted 2022 dollars. Table 10 summarizes the monetized value of travel time savings for passengers of the San Joaquins service.

**Table 10: Intercity Passenger Travel Time Savings Benefit (in 2022 dollars)**

| Benefit                                  | Monetized Value<br>(Undiscounted) | Monetized Value<br>(Discounted) |
|------------------------------------------|-----------------------------------|---------------------------------|
| <b>Total Travel Time Savings Benefit</b> | <b>\$39,518,000</b>               | <b>\$24,008,000</b>             |

## 5.2 Safety Benefits

The Project includes the improvement of three at-grade railroad crossings in the project area (Parker Road near the Modesto station and Zeering Road and Main Street near the Turlock-Denair station); the improvements include new lighting, signage, gates, signals, roadway channeling and sidewalks. The analysis evaluates the reduction in predicted crashes at the three railroad crossings. The collision history for the three railroad crossings is extracted from the FRA's crossing inventory for the years 2019 to 2023; the crossing inventory is accessed through the FRA's Web Based Accident Prediction Systems (WBAPS).<sup>4</sup> In addition to the five years of collision history, the WBAPS provides a predicted annual accident rate for the crossings. In the BCA spreadsheet file, the summary of the accident data is provided in the "Accident Data" tab and the calculations of the safety improvements are provided in the "Safety Inputs" tab. Table 11 presents the collision history and predicted accidents for the three railroad crossings in the project area.

**Table 11: Collision History and Predicted Accidents at Project Area Railroad Crossings**

| Railroad Crossing | Crossing ID | Total Collisions (2019-2023) | Annual Predicted Accidents |
|-------------------|-------------|------------------------------|----------------------------|
| Parker Road       | 028746C     | 1                            | 0.031                      |
| Zeering Road      | 028726R     | 0                            | 0.154                      |
| Main Street       | 028725J     | 0                            | 0.017                      |
| <b>Total</b>      |             | <b>1</b>                     | <b>0.202</b>               |

With the improvements of the three railroad crossings, a percentage of future collisions between roadway vehicles or pedestrians and trains are expected to be avoided. The analysis projects the annual average collisions avoided at the three railroad crossings by combining the average historical accidents with the predicted accidents. The event captured in the collision history for Parker Road resulted in a fatality of a pedestrian. Given the predicted accidents generated by WBAPS do not include a classification for collision severity, the accidents are assumed to result in an injury of unknown severity based on the KABCO scale. The assumed reduction in accidents is based on the following crash modification factor (CMF):

- CMF ID 11028: Install Gates (1% reduction in accidents)

A number of CMFs corresponding to the proposed improvements were evaluated as part of the safety analysis of the Project; the range of CMFs projected up to a 50 percent reduction in accidents at the

<sup>4</sup> Federal Railroad Administration, *Web Based Accident Prediction Systems (WBAPS)*, <https://railroads.dot.gov/highway-rail-crossing-and-trespasser-programs/crossing-inventory/web-based-accident-prediction>.

railroad crossings. However, due to the characteristics of the existing infrastructure and the proposed improvements, a conservative value is adopted for the safety analysis.

During the 20-year analysis period, the total value of avoided injuries and fatalities is calculated to be \$0.4 million in undiscounted 2022 dollars. Assuming a base year of 2022 and real discount rate of 3.1 percent, the net present value of avoided injuries and fatalities is calculated to be \$0.2 million in discounted 2022 dollars. Table 12 summarizes the monetized value of avoided injuries and fatalities by improving the railroad crossings in the project area.

**Table 12: Avoided Injuries and Fatalities Benefits (in 2022 dollars)**

| Benefit                                               | Monetized Value<br>(Undiscounted) | Monetized Value<br>(Discounted) |
|-------------------------------------------------------|-----------------------------------|---------------------------------|
| <b>Total Avoided Injuries and Fatalities Benefits</b> | <b>\$407,000</b>                  | <b>\$250,000</b>                |

### 5.3 Rail Operator Labor Cost Savings

The analysis evaluates the labor cost savings related to the reduction in service delays for the rail operators. The labor cost savings are calculated based on the change in average delay per train operating in the service corridor, the number of employees per train, and the average employee compensation for the job position in the state of California. The trains of the San Joaquins are staffed by two locomotive engineers and two train conductors while the freight trains are staffed by four locomotive engineers. The mean hourly employee compensation (wage and benefits) for the locomotive engineers and train conductors is based on wage data published by the Bureau of Labor Statistics: the Occupational Employment and Wage Statistics in California for May 2023 and the Employer Costs for Employee Compensation Summary for December 2023.<sup>5,6</sup> The inputs and calculations for the rail operator labor cost savings are provided in the tabs labeled “Service Inputs\_Passenger Rail” and “Service Inputs\_Freight” in the BCA spreadsheet file. Table 13 presents the reduction in annual labor-hours and the employee compensation data for the workers of the Amtrak and freight rail operators.

**Table 13: Annual Labor-Hours Saved and Employee Compensation Data**

| Occupation                    | Annual Labor-Hours Saved | Hourly Employee Compensation<br>(in 2022 dollars) |          |                 | Annual Labor Cost Savings |
|-------------------------------|--------------------------|---------------------------------------------------|----------|-----------------|---------------------------|
|                               |                          | Wage                                              | Benefits | Wage + Benefits |                           |
| Train Conductor               | 425                      | \$33.28                                           | \$20.40  | \$53.68         | \$23,800                  |
| Locomotive Engineer (Amtrak)  | 425                      | \$32.04                                           | \$19.64  | \$51.68         | \$22,000                  |
| Locomotive Engineer (Freight) | 779                      | \$32.04                                           | \$19.64  | \$51.68         | \$161,000                 |

*Note: The line-item values may not add up to the total values due to rounding.*

During the 20-year analysis period, the total value of the rail operator labor cost savings is estimated to be \$5.1 million in undiscounted 2022 dollars. Assuming a base year of 2022 and real discount rate of 3.1 percent, the net present value of the rail operator labor cost savings is calculated to be \$3.2 million in discounted 2022 dollars. Table 14 provides the summarized results of the rail operator labor cost savings benefit.

**Table 14: Rail Operator Labor Cost Savings (in 2022 dollars)**

| Benefit                          | Monetized Value<br>(Undiscounted) | Monetized Value<br>(Discounted) |
|----------------------------------|-----------------------------------|---------------------------------|
| <b>Amtrak Labor Cost Savings</b> | <b>\$1,120,000</b>                | <b>\$550,000</b>                |

<sup>5</sup> Bureau of Labor Statistics, *Occupational Employment and Wage Statistics - California*, May 2023, [https://www.bls.gov/oes/current/oes\\_ca.htm#53-0000](https://www.bls.gov/oes/current/oes_ca.htm#53-0000).

<sup>6</sup> Bureau of Labor Statistics, *Employer Costs for Employee Compensation Summary - December 2023*, <https://www.bls.gov/news.release/ceec.nr0.htm>.

| Benefit                                       | Monetized Value<br>(Undiscounted) | Monetized Value<br>(Discounted) |
|-----------------------------------------------|-----------------------------------|---------------------------------|
| Freight Operator Labor Cost Savings           | \$4,028,000                       | \$1,978,000                     |
| <b>Total Rail Operator Labor Cost Savings</b> | <b>\$5,148,000</b>                | <b>\$3,159,000</b>              |

Note: The line-item values may not add up to the total values due to rounding.

## 5.4 Train Operating Cost Savings and Emissions Reduction

The analysis evaluates the changes in operating costs and vehicle emissions related to the reduction in service delays at the Modesto and Turlock-Denair stations. The reduction in travel delay avoids idling by trains in the project area, which reduces the emissions generated during service. The reduction in travel delay by the passenger and freight trains translates to savings in operating costs for the rail operators and reductions in greenhouse gas emissions. The reduction in delays affecting passenger and freight trains is calculated from the projected number of trains likely to be affected by proposed improvements in the project area. The avoided train operating costs and emissions reduction of the trains operating in the corridor are calculated based on their service category; the services are classified as either Freight or State-Supported, based on their service characteristics. The inputs and calculations for the train operating costs and emissions costs are provided in the tabs labeled "Rail Operating Inputs" and "Rail Ops and Social Costs Calc" in the BCA spreadsheet file. The annual reduction in train idling and the related emissions and operating costs are presented in Table 15.

**Table 15: Annual Reduction in Emissions Costs and Operating Costs By Service Category**

| Service Type                | Annual Reduction<br>in Train-Hours | Annual Train<br>Emissions Costs | Annual Train<br>Operating Costs |
|-----------------------------|------------------------------------|---------------------------------|---------------------------------|
| Freight Railcars            | 12,200                             | -                               | \$13,000                        |
| Freight Trains              | 1,000                              | \$757,000                       | \$267,000                       |
| Amtrak State-Supported Rail | 300                                | \$34,000                        | \$88,000                        |
| <b>Total</b>                |                                    | <b>\$791,000</b>                | <b>\$366,000</b>                |

During the 20-year analysis period, the total value of the train operating cost savings and emissions reduction are calculated to be \$23.2 million in undiscounted 2022 dollars. Assuming a base year of 2022 and real discount rate of 3.1 percent for non-CO2 emissions and 2.0 percent for CO2 emissions, the net present value of the train operating cost savings and emissions savings are calculated to be \$14.3 million in discounted 2022 dollars. Table 16 summarizes the monetized value of the train operating cost savings and emissions savings from the reductions in train idling time.

**Table 16: Train Operating Cost Savings and Emissions Reduction Benefit (in 2022 dollars)**

| Benefit                                                  | Monetized Value<br>(Undiscounted) | Monetized Value<br>(Discounted) |
|----------------------------------------------------------|-----------------------------------|---------------------------------|
| Train Operating Cost Savings                             | \$7,330,000                       | \$4,498,000                     |
| Train Emissions Reduction                                | \$15,822,000                      | \$9,786,000                     |
| <b>Total Train Operating Cost and Emissions Benefits</b> | <b>\$23,152,000</b>               | <b>\$14,284,000</b>             |

## 5.5 Passenger Facility Amenity Benefits

The analysis calculates the facility amenity benefits for rail passengers waiting, boarding and alighting at the Modesto and Turlock-Denair stations by applying the standardized economic value per passenger-trip for "Platform/Stop Seating Availability" and "Platform/Stop Weather Protection", based on the definitions for rail station in the USDOT BCA guidance. The Project includes the provision of benches and shelters for passengers in the new platform areas. The calculated benefits are based on the projected annual passengers at the station using the improved facilities. The combined economic value of the proposed facility amenities is \$0.26 per passenger-trip. Table 17 summarizes the economic value of facility amenities by passengers at the Modesto and Turlock-Denair stations.

**Table 17: Economic Value of Facility Amenities by Passengers in Project Area**

|                               | Total Passenger-Trips |                | Value of Amenity Benefits (2022\$) |                 |
|-------------------------------|-----------------------|----------------|------------------------------------|-----------------|
|                               | 2029                  | 2048           | 2029                               | 2048            |
| <b>Modesto Station</b>        | 76,400                | 92,200         | \$19,900                           | \$24,000        |
| <b>Turlock-Denair Station</b> | 20,300                | 24,600         | \$5,300                            | \$6,400         |
| <b>Total Project Area</b>     | <b>96,700</b>         | <b>116,800</b> | <b>\$25,100</b>                    | <b>\$30,400</b> |

*Note: The line-item values may not add up to the total values due to rounding.*

Over the 20-year analysis period, the total value of transit facility benefits is estimated to be \$0.6 million in undiscounted 2021 dollars. Assuming a base year of 2022 and real discount rate of 3.1 percent, the net present value of passenger facility amenity benefits is calculated to be \$0.3 million in discounted 2022 dollars. Table 18 summarizes the monetized value of facility amenities for the passengers at the Modesto and Turlock-Denair stations.

**Table 18: Passenger Facility Amenity Benefits (in millions of 2022 dollars)**

| Benefit                                          | Monetized Value (Undiscounted) | Monetized Value (Discounted) |
|--------------------------------------------------|--------------------------------|------------------------------|
| <b>Total Passenger Facility Amenity Benefits</b> | <b>\$554,000</b>               | <b>\$336,000</b>             |

## 5.6 Residual Value

The residual capital value is calculated by determining the percentage of useful life remaining beyond the analysis period and multiplying that percentage by the construction cost for that component. The design life of the Project improvements is estimated to be at least 30 years following construction. Given a 20-year analysis period and a 30-year design life, the residual value is 33 percent of the initial cost using the straight-line depreciation method. The remaining capital value is viewed as cost offset or “negative cost” and is applied to the last year of the analysis period as a negative value.

At the end of the 20-year analysis period, the total value of the residual value is calculated to be \$8.2 million in undiscounted 2022 dollars. Assuming a base year of 2022 and real discount rate of 3.1 percent, the net present value of the residual value is calculated to be \$3.7 million in discounted 2022 dollars. Table 19 provides the summarized results of the value of the residual value.

**Table 19: Residual Value Benefits Summary (in 2022 dollars)**

| Benefit               | Monetized Value (Undiscounted) | Monetized Value (Discounted) |
|-----------------------|--------------------------------|------------------------------|
| <b>Residual Value</b> | <b>\$8,181,000</b>             | <b>\$3,699,000</b>           |

## 6. Benefit-Cost Analysis Summary Results

### 6.1 Evaluation Measures

The BCA converts potential gains (benefits) and losses (costs) with the Project into monetary units and compares them. The following common benefit-cost evaluation measures are included in this BCA:

- **Net Present Value (NPV):** NPV compares the net benefits (benefits minus costs) after being discounted to present values using the real discount rate assumption. The NPV provides a perspective on the overall dollar magnitude of cash flows over time in today’s dollar terms.
- **Benefit-Cost Ratio (BCR):** The evaluation also estimates the benefit-cost ratio; the present value of incremental benefits is divided by the present value of incremental costs to yield the benefit-cost ratio. The BCR expresses the relation of discounted benefits to discounted costs as a measure of the extent to which a Project’s benefits either exceed or fall short of the costs.

- **Internal Rate of Return (IRR):** The IRR is the discount rate that makes the NPV from the Project equal to zero. In other words, it is the discount rate at which the Project breaks even. Generally, the greater the IRR, the more desirable the Project.

## 6.2 Benefit-Cost Analysis Results

The summary of the BCA results is outlined below in Table 20. The results are in constant 2022 dollars discounted according to the USDOT BCA guidance documents. All benefits and costs are calculated in constant 2022 dollars over an evaluation period extending 20 years after the end of construction. The total benefits from the project improvements within the analysis period are calculated to be \$44.0 million in discounted 2022 dollars. The total capital costs, including environmental review, design, right-of-way acquisition and construction, are calculated to be \$26.6 million in discounted 2022 dollars. The difference of the discounted benefits and costs equal a net present value of \$17.4 million in discounted 2022 dollars, resulting in a BCR of 1.65. The IRR for the Project is 7.7 percent.

**Table 20: Summary of BCA Results (in 2022 dollars)**

| Benefit                                             | Monetized Value<br>(Undiscounted) | Monetized Value<br>(Discounted) |
|-----------------------------------------------------|-----------------------------------|---------------------------------|
| <b>Total Benefits</b>                               | <b>\$74,057,000</b>               | <b>\$43,956,000</b>             |
| <i>Intercity Rail Passenger Travel Time Savings</i> | \$39,518,000                      | \$24,008,000                    |
| <i>Avoided Injuries and Fatalities</i>              | \$407,000                         | \$250,000                       |
| <i>Rail Operator Labor Cost Savings</i>             | \$5,148,000                       | \$3,159,000                     |
| <i>Train Operating Costs Savings</i>                | \$7,330,000                       | \$4,498,000                     |
| <i>Train Emission Reductions</i>                    | \$15,822,000                      | \$9,786,000                     |
| <i>Passenger Facility Amenity Benefits</i>          | \$554,000                         | \$336,000                       |
| <i>Residual Value</i>                               | \$8,181,000                       | \$3,699,000                     |
| <i>Change in Operations &amp; Maintenance Costs</i> | (\$2,902,000)                     | (\$1,781,000)                   |
| <b>Total Capital Costs</b>                          | <b>\$30,333,000</b>               | <b>\$26,567,000</b>             |
| <b>Net Present Value</b>                            | <b>\$43,725,000</b>               | <b>\$17,389,000</b>             |
| <b>Benefit-Cost Ratio</b>                           | <b>2.44</b>                       | <b>1.65</b>                     |
| <b>Internal Rate of Return</b>                      | <b>7.7%</b>                       |                                 |

Note: The line-item values may not add up to the total values due to rounding.



# **Benefit Cost Analysis for Coast Subdivision Positive Train Control Implementation Project**



**PROJECT PROGRAMMING REQUEST FOR INTERREGIONAL TRANSPORTATION  
IMPROVEMENT PROGRAM**

**CALIFORNIA DEPARTMENT OF TRANSPORTATION  
SEPTEMBER 2025**

**PREPARED BY DB E.C.O. NORTH AMERICA, INC**

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## Revision Log

| Revision | Date of Release | Description of Changes |
|----------|-----------------|------------------------|
| 1        | 09/30/25        | Initial Release        |

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# 1 Executive Summary

The proposed project will install Positive Train Control (PTC) on the Union Pacific Railroad Coast Subdivision between Gilroy and Salinas and between Salinas and San Luis Obispo. PTC installation is a federally mandated safety requirement and a prerequisite for any future service expansion in the corridor. It will enhance the safety of rail operations, reduce the risk of crashes, and enable long-term improvements in passenger service, directly supporting California's Interregional Transportation Improvement Program (ITIP) priorities of safety, equity, climate resilience, and economic competitiveness.

The total capital cost of the project is estimated at \$73.9 million in 2023 dollars, with implementation scheduled over three years between fiscal year 2025 and 2028, followed by a 20-year operational period through 2048. The Benefit-Cost Analysis demonstrates that the project will generate \$164.9 million in safety benefits and \$6.9 million in environmental benefits from reduced vehicle miles traveled and associated emissions, amounting to \$171.7 million in undiscounted monetized benefits. Applying discount rates of 3, 4, and 7 percent, the analysis shows Benefit-Cost Ratios of 1.68, 1.52, and 1.15 respectively, with positive net present values under all scenarios.

Beyond the monetized results shown in this BCA, the project will also produce important qualitative and quantitative benefits. These include reduced travel times and congestion relief, noise reduction for corridor communities, improved equity by providing affordable and reliable mobility for underserved populations, and broader economic development through expanded access to jobs, commerce, and tourism. PTC will also strengthen freight and passenger operations by reducing fuel use, improving efficiency, and enabling the safe transport of hazardous materials.

Taken together, these outcomes demonstrate that the project delivers positive economic returns while also addressing state and federal policy objectives. By meeting a critical safety mandate and supporting California's goals for equity, climate action, and sustainable economic growth, the installation of PTC on the Coast Subdivision represents a high-value investment for inclusion in the ITIP.

## 2 Introduction

This document presents the technical information on the economic analyses undertaken to develop a Benefit-Cost Analysis (BCA) for the proposed design and installation of Positive Train Control (PTC) along the UPRR Coast Subdivision. The scope of the analysis encompasses two primary segments: between Gilroy and North Salinas, and between Salinas and San Luis Obispo. The remainder of this document is organized as follows:

- **Section 3 – Methodological Framework and General Assumptions**  
This section introduces the conceptual framework guiding the BCA. It outlines the principal assumptions and general data inputs used in evaluating the project's costs and anticipated benefits.
- **Section 4 – Project Overview**  
This section provides a description of the existing operating conditions and the proposed alternative. It also includes a summary of estimated costs and project schedule, as well as a discussion of the project's purpose and its expected impact.
- **Section 5 – Ridership Demand**  
This section presents the ridership forecasts used to quantify the projected benefits of the proposed improvements.
- **Section 6 – Benefit Measurements and Assumptions**  
This section details the specific data elements, assumptions, and methodologies applied in projecting long-term outcomes, along with the corresponding benefit estimates.

- Section 7 – Summary and BCA Outcomes  
This section consolidates the findings of the analysis and presents the project’s estimated Net Present Value (NPV) and Benefit-Cost Ratio (BCR).

## 3 Methodology Framework and General Assumptions

### 3.1 Framework and Purpose

The BCA conducted for this project systematically identified, quantified, and compared the expected benefits of the installation of PTC in the defined project area with its costs and benefits. The BCA follows the latest USDOT guidance.<sup>1</sup>

The costs of the project include the resources required to design, install, and maintain the improved asset throughout its service life as per USDOT guidance.

The benefits are defined as the anticipated impacts on both users and non-users of the transportation system, expressed in monetary terms. In addition to meeting a broader strategic objective of enhancing passenger rail service in California, the installation of Positive Train Control (PTC) is a prerequisite under federal safety regulations. Future service expansion along the UPRR Coast Subdivision will require PTC, making this project the baseline investment for enabling increased service in the project area.

While PTC implementation generates a range of benefits, including improved operational efficiency, reduced travel times, cost savings, and environmental gains, this Benefit-Cost Analysis will focus specifically on environmental benefits and the prevention of fatalities and serious injuries resulting from enhanced service on the corridor and associated reduced private vehicle miles travelled.

The primary goal is to provide a transparent, reproducible, and objective assessment of whether the project yields net positive economic value. The Benefit-Cost Analysis provides a transparent framework for evaluating the monetized economic value of a project, but USDOT guidance recognizes that some projects may not demonstrate strongly positive net benefits yet still advance critical federal or local policy objectives. In particular, projects mandated by federal safety regulations, such as Positive Train Control (PTC) installation. Furthermore, USDOT acknowledges qualitative and non-monetized benefits, including safety, resilience, and equity improvements, which may not be fully reflected in the benefit-cost ratio but remain central to the project’s value.

### 3.2 Key Parameter Inputs and Principles

#### Scope

The project scope and cost estimates are provided in the latest Project Programming Request including a detailed description of the limitations and location of the project.

#### Cost

Costs were developed by Union Pacific as the infrastructure owner and operator based on 2025 Nominal US Dollar.

#### Base Year

The BCA assumes 2023 as base year for the analysis, following latest USDOT guidance to allow for consistency, comparability, and data availability for all benefits. It is the most recent year for which the U.S. Bureau of Economic Analysis (BEA) has published finalized annual values for the Implicit Price Deflator for Gross Domestic Product. Using a consistent base year ensures that all project

<sup>1</sup> USDOT, Benefit-Cost Analysis Guidance for Discretionary Grant Programs, May 2025

evaluations are comparable across applicants and aligns with federal best practice, as outlined in OMB Circular A-94.

### **Analysis Period**

The installation of Positive Train Control (PTC) is primarily an operational improvement, and consistent with USDOT guidance, the analysis assumes a 20-year operational period. Project implementation is scheduled between January 2026 and January 2029, reflecting a three-year construction phase. For analytical purposes, this includes six months of construction in fiscal year 2025 and fiscal year 2028 as well as six months of operations in fiscal year 2028 and fiscal year 2048 to accurately capture transition periods.

Thus, the analysis period comprises three years of construction followed by 20 years of operation. While the model conservatively limits monetized benefits to this 20-year operational window, it is important to note that the useful life and broader impacts of PTC extend well beyond this timeframe, ensuring lasting safety and operational improvements for the corridor.

### **Adjustment of Benefits into 2023 Real Dollars**

All benefit estimates are expressed in constant (real) 2023 dollars to eliminate the effects of inflation and ensure comparability across time. The Implicit Price Deflator for Gross Domestic Product (GDP Deflator), as published by the U.S. Bureau of Economic Analysis (BEA) is applied to convert nominal values from other years into 2023 real terms. This adjustment ensures that monetized benefits are presented in a consistent base year, as required for transparency and reproducibility.

### **Adjustment of Costs from 2025 Nominal Dollars to 2023 Real Dollars**

Project cost estimates, originally prepared in 2025 nominal dollars, are also adjusted to 2023 real dollars using the Implicit Price Deflators for GDP published by BEA<sup>2</sup>. Specifically, the ratio of the GDP Deflator for Q2 2025 to the GDP Deflator for 2023 is applied. This method ensures BEA's published GDP Deflators are the authoritative source for converting costs between nominal and real terms.

### **Discounting of Benefits and Costs**

All benefits and costs are discounted to present values using a 7 percent real discount rate, as specified in OMB Circular A-94. This is the required rate for evaluating public investments on a federal level and is therefore the discount rate following USDOT guidance.

However, consistent with USDOT guidance encouraging transparency and sensitivity analysis, alternative discount rates are also presented.

3 percent real discount rate - following previous guidance from USDOT and frequently used in applied economic analyses to approximate the social rate of time preference, reflecting society's lower opportunity cost of capital compared to private markets. This rate may better capture the long-term benefits of infrastructure investments, particularly those with significant safety or environmental impacts that accrue over decades.

4 percent real discount rate – generally applied in the California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C) following the State of California's standard for highway transportation project evaluation. This rate reflects California's long-established methodological approach and provides a regionally relevant benchmark for comparing results.

While the 7 percent discount rate is the federal requirement, on the state level a 4 percent discount rate is assumed more appropriate due to comparability with Cal-B/C. There is also a broad recognition in both academic literature and applied practice that a high rate of 7 percent may undervalue long-lived public infrastructure benefits, especially those related to safety improvements, environmental quality, and intergenerational equity. Lower discount rates (3–4 percent) may

<sup>2</sup> U.S. Bureau of Economic Analysis, "Table 1.1.9. Implicit Price Deflators for Gross Domestic Product" (accessed September 16, 2025).

therefore provide a more realistic representation of the long-term social value of transportation investments, particularly when benefits accrue to future generations or reflect improvements in safety and environmental outcomes.

Accordingly, this analysis reports results at 7 percent, 4 percent, and 3 percent to allow reviewers to fully understand the sensitivity of project outcomes to discount rate assumptions.

### **Baseline Scenario**

The baseline definition “the no-build scenario” assumes no service expansion on the corridor and no alternative project being realized instead. Travelers would then use mostly private vehicles to reach their destinations. This would also increase travel times compared to the “build scenario” but is not considered as part of this BCA.

### **Monetization of Benefits**

The monetization of key benefits in this analysis relies on standardized factors published by USDOT and the United States Environmental Protection Agency (EPA) to ensure consistency and transparency.

The valuation of avoided fatalities is based on the most recent USDOT guidance<sup>3</sup>. For the selected base year (2023), the recommended VSL is \$14.8 million per statistical life saved (expressed in 2023 dollars), with proportional values applied to relevant crash type categories (Fatal, Injured, Property Damage Only). This ensures that safety-related benefits, including reduced risk of fatalities and injuries, are monetized consistently with federal standards.

The analysis applies per-ton monetization values for reductions in criteria air pollutants as specified in Appendix A, Tables A-9 to A-12 of the USDOT guidance on a per vehicle mile basis. These values are derived from the U.S. Environmental Protection Agency’s health damage assessments, including the Benefits Mapping and Analysis Program (BenMAP) and supporting Regulatory Impact Analyses.

Recommended monetization values (2023 dollars) are provided for:

- Fine Particulate Matter (PM<sub>2.5</sub>)
- Nitrogen Oxides (NO<sub>x</sub>)
- Sulfur Dioxide (SO<sub>2</sub>)
- Volatile Organic Compounds (VOCs)

All monetization factors are drawn directly from USDOT-published guidance and supporting EPA sources. This ensures that the benefit-cost analysis is readily reproducible by third parties.

## **3.3 Benefit Categories and Data Inputs**

The BCA identifies the primary benefits associated with a potential service extension on the UPRR Coast Subdivision to San Luis Obispo. While the installation of PTC alone will not, by itself, guarantee such a service extension, it is a fundamental prerequisite. As a federally mandated safety requirement, PTC installation is essential to enabling future expansion of passenger rail service along the corridor.

Accordingly, this BCA focuses primarily on the safety benefits of the project, including reductions in fatalities and injuries, as well as environmental benefits arising from a modal shift from road to rail.

In 2021, the Transportation Agency for Monterey County (TAMC) published a Network Integration Study<sup>4</sup>, which envisioned a service extension to San Luis Obispo as part of a broader regional service plan. Although the study also evaluated additional service expansions, such as new rail

<sup>3</sup> USDOT, Revised Departmental Guidance on Valuation of a Statistical Life in Economic Analysis, 2022

<sup>4</sup> TAMC, Monterey Bay Area Network Integration Study, July 29, 2021

service to Monterey, it provides valuable ridership and benefit data for the San Luis Obispo extension. This study will serve as the principal data source for the BCA.

To ensure relevance, benefits reported in the study will be adjusted on a pro rata basis according to projected ridership for the San Luis Obispo extension. Segments and stations not included in the scope of this BCA will be excluded, and associated ridership will be removed from the totals. While this approach introduces a degree of uncertainty, it is deemed reasonable and sufficient to demonstrate the project's value.

The service extension to San Luis Obispo shown in the TAMC vision service is assumed to be operated with completion of the installation of PTC with intercity rail service, e.g. operated by Amtrak. Up to completion of the PTC installation this service expansion will need to be further detailed.

It is recognized that a service extension would also entail additional costs, including new operating expenses and potential track rehabilitation cost. These costs cannot be quantified at this stage and are therefore not included in the present analysis.

Other benefits identified in the TAMC study, such as equity improvements, regional economic development impacts, noise reduction, and potential freight-related efficiencies linked to PTC, will be acknowledged in the BCA. However, they will be only mentioned and not further analyzed and monetized as the main goal is to address the environmental and safety benefits of PTC.

## 4 Project Overview

This project proposes the implementation of Positive Train Control (PTC) on the Union Pacific Railroad (UPRR) Coast Subdivision between Milepost (MP) 77.03 and MP 113.3, and between MP 114.9 and MP 248.44. The primary objectives are to ensure compliance with federal regulations governing the expansion of passenger rail service within the project area and to enhance the overall safety of rail operations.

The main objective of PTC is preventing loss of life associated with PTC - preventable accidents, as defined in the Railroad Safety Act of 2008 and subsequent legislation and regulation. Therefore, PTC facilities will provide a critical safety overlay across these segments of track. By enabling real-time positive control of train movements, PTC will reduce the risk of accidents by preventing unauthorized track incursions and speed limit violations.

In the near term, the project will deliver immediate safety and operational benefits to long-distance intercity passenger rail services (including Amtrak's Coast Starlight and state-supported services serving the Central Coast), commuter rail services funded by the Transportation Agency for Monterey County, and regional freight and goods movement. In the long term, this investment will establish essential infrastructure to support the service expansion and ridership growth objectives of the Capitol Corridor Joint Powers Authority.

The scope of work for this project includes the design and installation of Positive Train Control (PTC) infrastructure and supporting systems. Key components include independent power sources, radio equipment, antennas and foundations, network equipment (including sensors), batteries and charger systems, and all associated wiring. In addition, the work will encompass PTC radio frequency studies and licensing for each installation site.

The project will also integrate the necessary communications and operations systems to support PTC functionality, including microwave and fiber-optic networks, as well as back-office services provided by Union Pacific Railroad (UPRR) on a per-mile basis. In total, the project will span approximately 170 miles of the Coast Subdivision. All work will be performed by UPRR to ensure compatibility with existing infrastructure and operational standards.

## 5 Costs

Total costs for the project were provided by Union Pacific Railroad (UPRR). The capital investment expenditures were stated as **\$ 77,652,000 in 2025 Nominal Dollar** and include design and construction cost for the entire project.

To adjust the cost to 2023 Real Dollar, cost were divided by the GDP Deflator<sup>5</sup> for Q2 2025 (128.055) and multiplied with the GDP Deflator for Q2 2023 (121.804) provided in Table 1.

*[Index numbers, 2017=100] Seasonally adjusted*

|     | 2023   |        |        |        | 2024   |        |        |        | 2025   |        |
|-----|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
|     | Q1     | Q2     | Q3     | Q4     | Q1     | Q2     | Q3     | Q4     | Q1     | Q2     |
| GDP | 121.25 | 121.80 | 122.77 | 123.24 | 124.16 | 124.94 | 125.53 | 126.26 | 127.43 | 128.06 |

Table 1 - Implicit Price Deflators for Gross Domestic Product, Bureau of Economic Analysis, September 2025

Baseline cost for the project adjusted to 2023 Real Dollar are **\$ 73,861,420.55**.

The Project duration provided by UPRR is 36 months and costs are assumed to occur linearly over the project duration as shown in Table 2.

| Capital Cost per Period       | TOTAL                | FY 2025       | FY 2026       | FY 2027       | FY 2028       |
|-------------------------------|----------------------|---------------|---------------|---------------|---------------|
| Duration in Months            | 36                   | 6             | 12            | 12            | 6             |
| Total Cost - Real dollar 2023 | <b>73,861,420.55</b> | 12,310,236.76 | 24,620,473.52 | 24,620,473.52 | 12,310,236.76 |

Table 2 - Capital Expenditures per time period

## 6 Ridership Projections

The TAMC Network Integration Study shows ridership between San Francisco and San Luis San Luis Obispo of a total of 616,800 annual riders, as shown in Table 3.

| Stations        | Annual Ridership |
|-----------------|------------------|
| San Luis Obispo | 31,600           |
| Paso Robles     | 40,300           |
| King City       | 7,400            |
| Soledad         | 11,900           |
| Salinas         | 135,100          |
| Castroville     | 100,000          |
| Pajaro          | 169,500          |
| Gilroy          | 34,300           |
| San Jose        | 197,300          |

<sup>5</sup> U.S. Bureau of Economic Analysis, "Table 1.1.9. Implicit Price Deflators for Gross Domestic Product" (accessed September 16, 2025)

|                                                              |                |
|--------------------------------------------------------------|----------------|
| [through San Jose]*                                          | 121,800        |
| San Francisco                                                | 99,600         |
| <b>Total On/Offs</b>                                         | <b>948,800</b> |
| <b>Total Ridership</b>                                       | <b>474,400</b> |
| <b>Through Trips via Capitol Corridor/ Pacific Surfliner</b> | <b>142,400</b> |
| <b>Total Ridership including Through Trips</b>               | <b>616,800</b> |

\*[through San Jose] includes all intermediate Caltrain stations between San Jose and San Francisco.

Table 3 - Annual Ridership (TAMC Network Integration Study - Vision Service)

For the purpose of the BCA, stations not existing currently have been disregarded, as well as all ridership generated at those stations.

Table 4 shows existing stations and adjusted ridership from the TAMC Network Integration Study for a scenario with service extension without additional stations. **The identified ridership is a total of 330,000 annual riders or 53.50% of the total vision service ridership between San Francisco and San Luis Obispo.**

| Stations               | Annual Ridership | Existing Station | Ridership existing Stations |
|------------------------|------------------|------------------|-----------------------------|
| San Luis Obispo        | 31,600           | Yes              | 31,600                      |
| Paso Robles            | 40,300           | Yes              | 40,300                      |
| King City              | 7,400            | No               | 0                           |
| Soledad                | 11,900           | No               | 0                           |
| Salinas                | 135,100          | Yes              | 135,100                     |
| Castroville            | 100,000          | No               | 0                           |
| Pajaro                 | 169,500          | No               | 0                           |
| Gilroy                 | 34,300           | Yes              | 34,300                      |
| San Jose               | 197,300          | Yes              | 197,300                     |
| [through San Jose]*    | 121,800          | Yes              | 121,800                     |
| San Francisco          | 99,600           | Yes              | 99,600                      |
| <b>Total On/Offs</b>   | <b>948,800</b>   |                  | <b>660,000</b>              |
| <b>Total Ridership</b> | <b>474,400</b>   |                  | <b>330,000</b>              |

Table 4 - Annual Ridership adjusted for existing stations

The total ridership of the network integration is 1,540,900 annually and includes the Monterey – Santa Cruz service. The related ridership within the project scope equals **21.42% of the total ridership of the study.**

| Section                                               | Ridership (annually) | Percentage    |
|-------------------------------------------------------|----------------------|---------------|
| San Francisco-San Luis Obispo                         | 616,800              | 40%           |
| Monterey-Santa Cruz                                   | 924,100              | 60%           |
| <b>Total</b>                                          | <b>1,540,900</b>     | <b>100%</b>   |
| <b>Ridership on existing segment of project scope</b> | <b>330,000</b>       | <b>21.42%</b> |

Table 5 - Ridership per section

## 7 Benefits Measurements and Assumptions

### 7.1 Safety Benefits

The TAMC Network Integration Study identifies 29.2 injuries and 1.95 fatalities prevented based on an average weekday VMT reduction of 496,927 for the scope of the entire study. Adjusted to the ridership of existing stations and the segment between San Francisco to San Luis Obispo by 21.42%, injuries prevented are 6.25 annually and fatalities prevented 0.42 respectively.

Table 6 shows the monetized annual safety value for a full year in operation using USDOT value of \$329,500 for an injury crash and \$14,806,000 for a fatal crash.

| Level        | Value total | Value in project Scope | Monetized Value (2023 \$) |
|--------------|-------------|------------------------|---------------------------|
| Injuries     | 29.2        | 6.25                   | \$2,060,524               |
| Fatal        | 1.95        | 0.42                   | \$6,183,179               |
| <b>TOTAL</b> |             |                        | <b>\$8,243,704</b>        |

Table 6 - Monetized annual safety value (2023 \$)

Applying those values for the analysis period, a total undiscounted safety benefit of \$164,874,073.59 is considered for the build scenario as shown in Table 7.

| Year         | No Build Safety Costs (\$) | Build Safety Costs (\$) | Safety Benefits (\$)  |
|--------------|----------------------------|-------------------------|-----------------------|
| 2028         | 4,121,851.84               | N/A                     | 4,121,851.84          |
| 2029         | 8,243,703.68               | N/A                     | 8,243,703.68          |
| 2030         | 8,243,703.68               | N/A                     | 8,243,703.68          |
| 2031         | 8,243,703.68               | N/A                     | 8,243,703.68          |
| 2032         | 8,243,703.68               | N/A                     | 8,243,703.68          |
| 2033         | 8,243,703.68               | N/A                     | 8,243,703.68          |
| 2034         | 8,243,703.68               | N/A                     | 8,243,703.68          |
| 2035         | 8,243,703.68               | N/A                     | 8,243,703.68          |
| 2036         | 8,243,703.68               | N/A                     | 8,243,703.68          |
| 2037         | 8,243,703.68               | N/A                     | 8,243,703.68          |
| 2038         | 8,243,703.68               | N/A                     | 8,243,703.68          |
| 2039         | 8,243,703.68               | N/A                     | 8,243,703.68          |
| 2040         | 8,243,703.68               | N/A                     | 8,243,703.68          |
| 2041         | 8,243,703.68               | N/A                     | 8,243,703.68          |
| 2042         | 8,243,703.68               | N/A                     | 8,243,703.68          |
| 2043         | 8,243,703.68               | N/A                     | 8,243,703.68          |
| 2044         | 8,243,703.68               | N/A                     | 8,243,703.68          |
| 2045         | 8,243,703.68               | N/A                     | 8,243,703.68          |
| 2046         | 8,243,703.68               | N/A                     | 8,243,703.68          |
| 2047         | 8,243,703.68               | N/A                     | 8,243,703.68          |
| 2048         | 4,121,851.84               | N/A                     | 4,121,851.84          |
| <b>TOTAL</b> | <b>164,874,073.59</b>      |                         | <b>164,874,073.59</b> |

Table 7 - Safety benefit comparison build / no build

## 7.2 Environmental Benefits

Environmental Benefits due to modal shift to rail transportation are primarily due to emissions reduction. Following the DOT guidelines, a VMT based value per mile for all vehicles of \$0.015 is used to monetize the benefits of NO<sub>x</sub>, SO<sub>2</sub>, and PM<sub>2.5</sub> savings.

The TAMC Network Integration Study shows annual reduction in VMT of 42,700,000 on the segment between Gilroy and San Luis Obispo in total. This was adjusted by 53.50% to accommodate for the existing stations and ridership occurring at the existing segment as shown in Table 8. This results in annual VMT savings of 22,845,331 between Gilroy and San Luis Obispo.

| Service                           | annual reduction<br>(in miles) | Project related<br>Ridership | annual reduction<br>on existing<br>Corridor (in miles) |
|-----------------------------------|--------------------------------|------------------------------|--------------------------------------------------------|
| Gilroy – Salinas Segment          | 40,200,000                     | 53.50%                       | 21,507,782                                             |
| Salinas – San Luis Obispo Segment | 2,500,000                      | 53.50%                       | 1,337,549                                              |
| <b>TOTAL</b>                      | <b>42,700,000</b>              |                              | <b>22,845,331</b>                                      |

Table 8 - Adjustment of VMT to project scope

Applying the VMT based value per mile for all vehicles annually the total undiscounted emission benefit of the build scenario is \$6,853,599.22 as stated in Table 9.

| Year         | No Build Emission<br>Costs (\$) | Build Emission Costs<br>(\$) | Emission Reduction<br>(\$) |
|--------------|---------------------------------|------------------------------|----------------------------|
| 2028         | 171,339.98                      | N/A                          | 171,339.98                 |
| 2029         | 342,679.96                      | N/A                          | 342,679.96                 |
| 2030         | 342,679.96                      | N/A                          | 342,679.96                 |
| 2031         | 342,679.96                      | N/A                          | 342,679.96                 |
| 2032         | 342,679.96                      | N/A                          | 342,679.96                 |
| 2033         | 342,679.96                      | N/A                          | 342,679.96                 |
| 2034         | 342,679.96                      | N/A                          | 342,679.96                 |
| 2035         | 342,679.96                      | N/A                          | 342,679.96                 |
| 2036         | 342,679.96                      | N/A                          | 342,679.96                 |
| 2037         | 342,679.96                      | N/A                          | 342,679.96                 |
| 2038         | 342,679.96                      | N/A                          | 342,679.96                 |
| 2039         | 342,679.96                      | N/A                          | 342,679.96                 |
| 2040         | 342,679.96                      | N/A                          | 342,679.96                 |
| 2041         | 342,679.96                      | N/A                          | 342,679.96                 |
| 2042         | 342,679.96                      | N/A                          | 342,679.96                 |
| 2043         | 342,679.96                      | N/A                          | 342,679.96                 |
| 2044         | 342,679.96                      | N/A                          | 342,679.96                 |
| 2045         | 342,679.96                      | N/A                          | 342,679.96                 |
| 2046         | 342,679.96                      | N/A                          | 342,679.96                 |
| 2047         | 342,679.96                      | N/A                          | 342,679.96                 |
| 2048         | 171,339.98                      | N/A                          | 171,339.98                 |
| <b>TOTAL</b> | <b>6,853,599.22</b>             |                              | <b>6,853,599.22</b>        |

Table 9 - Comparison Emission Reduction Build / No Build

### 7.3 Other Benefits

A major additional benefit of the service extension enabled by PTC installation will be reduced travel times along the corridor and into the greater San Francisco Bay Area. These time savings will result not only from more direct and frequent rail service, but also from the reduction of congestion on the parallel roadway network.

By lowering vehicle miles traveled, the project will generate additional benefits beyond time savings, and emission reductions including decreased noise pollution along the corridor road network.

The TAMC Network Integration Study highlights further advantages of expanded rail service, including economic, social, and equity benefits. Improved rail connectivity will enhance access to jobs, commerce, and essential services for both residents and visitors, supporting regional economic growth in ways that are consistent with state and regional planning objectives.

Importantly, the extension will improve service for historically underserved communities, expanding mobility options and helping to reduce the transportation cost burden for lower-income travelers by providing a more affordable alternative to automobile travel.

Installation of PTC will also directly improve the efficiency and safety of current operations for both freight and passenger rail. The technology will reduce unnecessary stops, enable trains to operate consistently at the applicable speed limit, and lower operating costs. These improvements will lead to reduced diesel consumption, shorter travel times, and lower emissions.

Finally, PTC installation will facilitate the safe movement of hazardous materials along the corridor for freight operations, expanding the range of goods that can be transported while maintaining compliance with safety standards.

## 8 Summary and BCA Outcomes

The Benefit-Cost Analysis demonstrates that the project generates **safety benefits** of **\$164,874,074** and **environmental benefits** of **\$6,853,599**, resulting in **total undiscounted benefits** of **\$171,727,673** over the analysis period.

When discounted at rates between **3 percent and 7 percent**, total benefits range from **\$67,126,237 to \$111,845,736**, as shown in Table 10.

Table 11 applies the same discount rates to project capital costs, yielding a range of **\$58,409,748 to \$66,628,690**, depending on the selected discount rate.

These values result in a **Benefit-Cost Ratio (BCR)** of:

- **1.68 at a 3 percent discount rate**, and
- **1.15 at a 7 percent discount rate**.

The project therefore demonstrates a **positive net present value** under all scenarios evaluated.

It is also important to highlight the non-monetized benefits of the project. As noted in Section 3.1 *Framework and Purpose*, USDOT guidance recognizes that projects mandated by federal safety regulations, such as Positive Train Control (PTC), can provide critical benefits beyond those captured in monetary terms. Moreover, the guidance explicitly acknowledges the importance of qualitative and non-monetized benefits, which may not be fully reflected in the calculated BCR but are nonetheless central to the project's overall value.

| Year         | Safety               | Emission Reduction | Total Benefits       | Total Discounted Benefits 7% | Total Discounted Benefits 3% | Total Discounted Benefits 4% |
|--------------|----------------------|--------------------|----------------------|------------------------------|------------------------------|------------------------------|
| 2028         | \$4,121,852          | \$171,340          | \$4,293,192          | \$3,060,986                  | \$3,703,345                  | \$3,528,691                  |
| 2029         | \$8,243,704          | \$342,680          | \$8,586,384          | \$5,721,470                  | \$7,190,961                  | \$6,785,944                  |
| 2030         | \$8,243,704          | \$342,680          | \$8,586,384          | \$5,347,168                  | \$6,981,516                  | \$6,524,946                  |
| 2031         | \$8,243,704          | \$342,680          | \$8,586,384          | \$4,997,353                  | \$6,778,171                  | \$6,273,986                  |
| 2032         | \$8,243,704          | \$342,680          | \$8,586,384          | \$4,670,424                  | \$6,580,748                  | \$6,032,679                  |
| 2033         | \$8,243,704          | \$342,680          | \$8,586,384          | \$4,364,882                  | \$6,389,076                  | \$5,800,653                  |
| 2034         | \$8,243,704          | \$342,680          | \$8,586,384          | \$4,079,329                  | \$6,202,986                  | \$5,577,551                  |
| 2035         | \$8,243,704          | \$342,680          | \$8,586,384          | \$3,812,457                  | \$6,022,317                  | \$5,363,030                  |
| 2036         | \$8,243,704          | \$342,680          | \$8,586,384          | \$3,563,044                  | \$5,846,909                  | \$5,156,760                  |
| 2037         | \$8,243,704          | \$342,680          | \$8,586,384          | \$3,329,948                  | \$5,676,611                  | \$4,958,423                  |
| 2038         | \$8,243,704          | \$342,680          | \$8,586,384          | \$3,112,101                  | \$5,511,273                  | \$4,767,714                  |
| 2039         | \$8,243,704          | \$342,680          | \$8,586,384          | \$2,908,505                  | \$5,350,750                  | \$4,584,340                  |
| 2040         | \$8,243,704          | \$342,680          | \$8,586,384          | \$2,718,229                  | \$5,194,903                  | \$4,408,020                  |
| 2041         | \$8,243,704          | \$342,680          | \$8,586,384          | \$2,540,401                  | \$5,043,595                  | \$4,238,480                  |
| 2042         | \$8,243,704          | \$342,680          | \$8,586,384          | \$2,374,207                  | \$4,896,695                  | \$4,075,462                  |
| 2043         | \$8,243,704          | \$342,680          | \$8,586,384          | \$2,218,885                  | \$4,754,072                  | \$3,918,713                  |
| 2044         | \$8,243,704          | \$342,680          | \$8,586,384          | \$2,073,724                  | \$4,615,604                  | \$3,767,994                  |
| 2045         | \$8,243,704          | \$342,680          | \$8,586,384          | \$1,938,060                  | \$4,481,169                  | \$3,623,071                  |
| 2046         | \$8,243,704          | \$342,680          | \$8,586,384          | \$1,811,271                  | \$4,350,650                  | \$3,483,722                  |
| 2047         | \$8,243,704          | \$342,680          | \$8,586,384          | \$1,692,777                  | \$4,223,932                  | \$3,349,733                  |
| 2048         | \$4,121,852          | \$171,340          | \$4,293,192          | \$791,017                    | \$2,050,452                  | \$1,610,448                  |
| <b>Total</b> | <b>\$164,874,074</b> | <b>\$6,853,599</b> | <b>\$171,727,673</b> | <b>\$67,126,237</b>          | <b>\$111,845,736</b>         | <b>\$97,830,360</b>          |

Table 10 - Summary of Benefits

| Year         | Capital Cost        | Discounted Capital Cost 7% | Discounted Capital Cost 3% | Discounted Capital Cost 4% |
|--------------|---------------------|----------------------------|----------------------------|----------------------------|
| 2025         | \$12,310,237        | \$10,752,238               | \$11,603,579               | \$11,381,506               |
| 2026         | \$24,620,474        | \$20,097,640               | \$22,531,221               | \$21,887,511               |
| 2027         | \$24,620,474        | \$18,782,841               | \$21,874,972               | \$21,045,684               |
| 2028         | \$12,310,237        | \$8,777,029                | \$10,618,918               | \$10,118,117               |
| <b>Total</b> | <b>\$73,861,421</b> | <b>\$58,409,748</b>        | <b>\$66,628,690</b>        | <b>\$64,432,818</b>        |

Table 11 - Summary of Costs

| Category                  | Value 7% Discounted* | Value 3% Discounted* | Value 4% Discounted* |
|---------------------------|----------------------|----------------------|----------------------|
| Total Discounted Benefits | \$67,126,237         | \$111,845,736        | \$97,830,360         |
| Total Discounted Costs    | \$58,409,748         | \$66,628,690         | \$64,432,818         |
| <b>Net Present Value</b>  | <b>\$8,716,489</b>   | <b>\$45,217,046</b>  | <b>\$33,397,541</b>  |
| <b>Benefit Cost Ratio</b> | <b>1.15</b>          | <b>1.68</b>          | <b>1.52</b>          |

Table 12 - Result of BCA

**State Route 99 Managed Lanes (Kern to Madera) - PENDING**