

INTERREGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

2026 ITIP

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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 held the south hearing on October 30, 2025. The north hearing was held on November 7, 2025. Formal public comments were received at the hearings and by email at OCIP@dot.ca.gov until close of business on November 24, 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.
- S4.1 Develop and Implement the Caltrans Strategic Investment Strategy (CSIS) to Align Caltrans Project Nominations with the CAPTI Investment Framework. Programs impacted include ITIP: The CSIS was used for the 2026 ITIP new project evaluation process and prioritization.

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

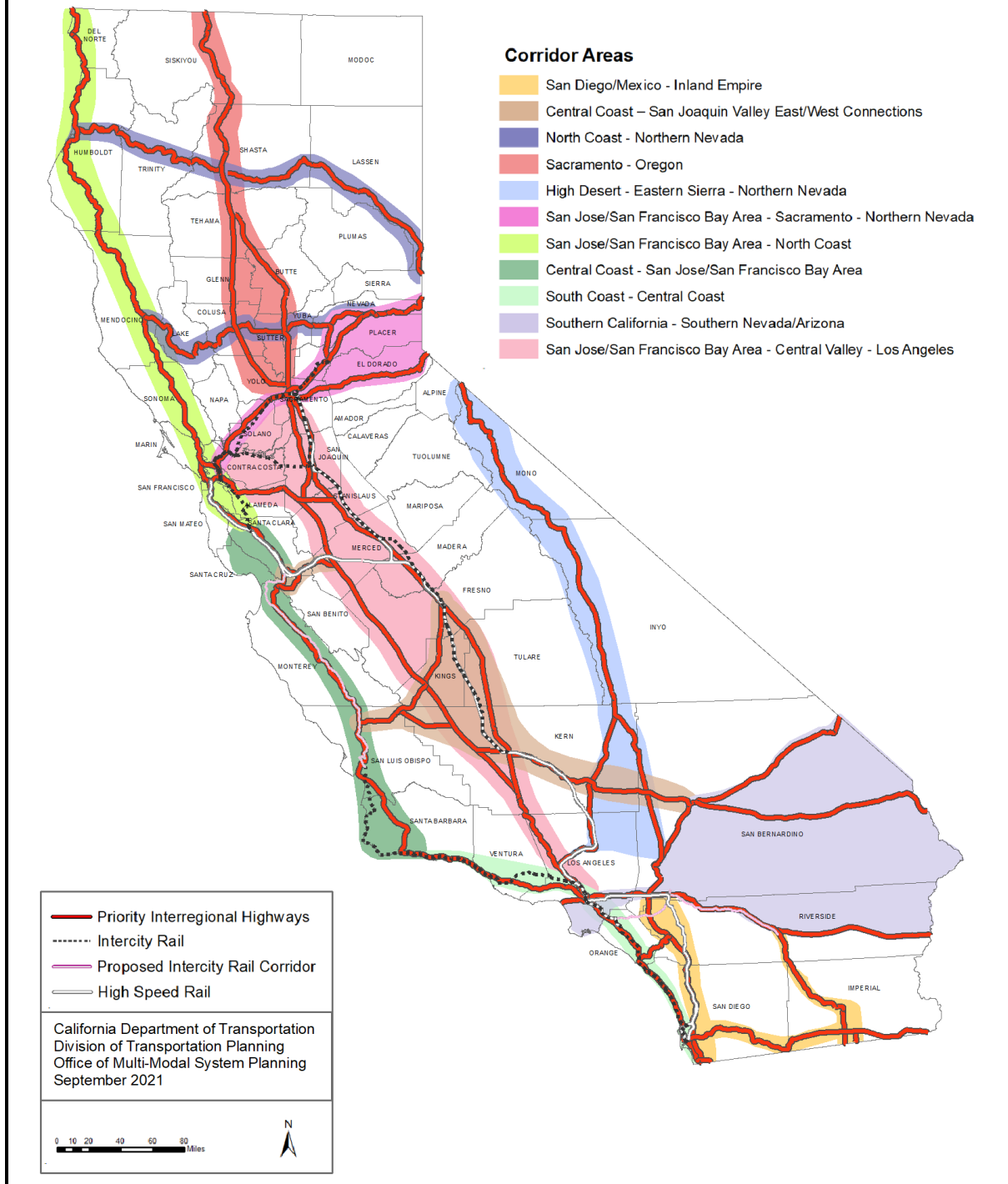


Figure 1: Strategic Interregional Corridors

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
SF	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
				434,242	278,420

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
				115,392

(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
				1,606

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

(c) 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.

New Projects in the 2026 ITIP (\$'s x 1000)				
Co	Rte	PPNO	Project	Total
Var	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
Sac	Mass Transit	2227	Sacramento Downtown Regional Bus Route Consolidation - Bus Stop Improvements	14,500
Mon	Rail	9890	King City Multimodal Transportation Center*	1,606
				61,115

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.

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	Alameda
	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

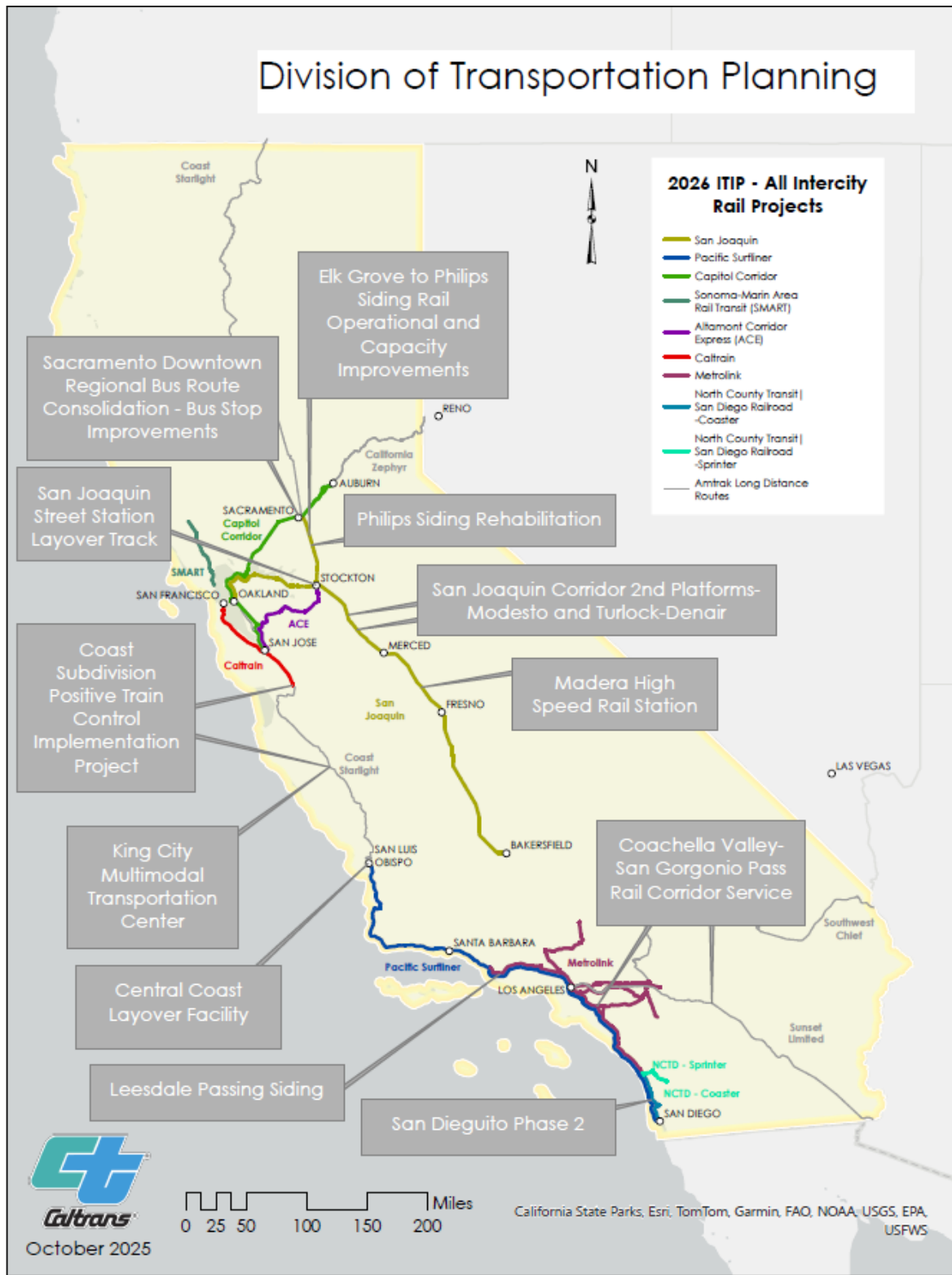
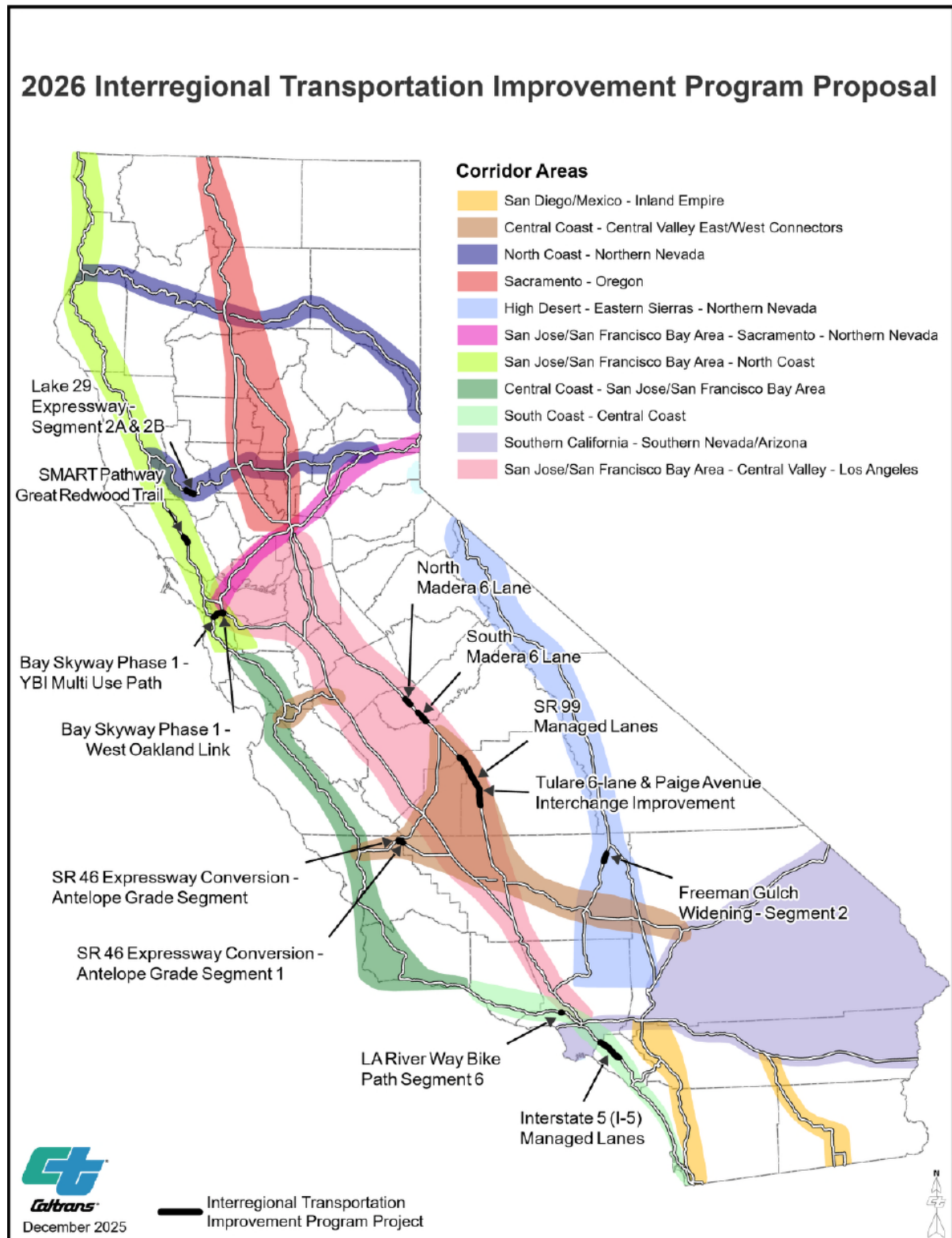


Figure 3: 2026 ITIP Highway, Active Transportation, and Associated Strategic Interregional Corridors



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.

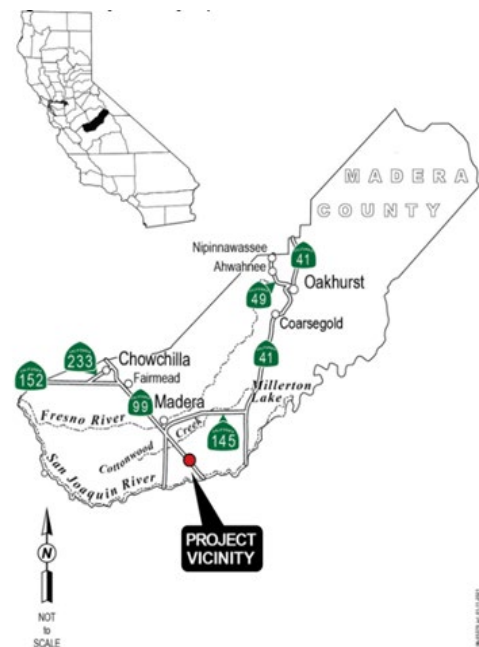
SOUTH MADERA WIDENING

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.

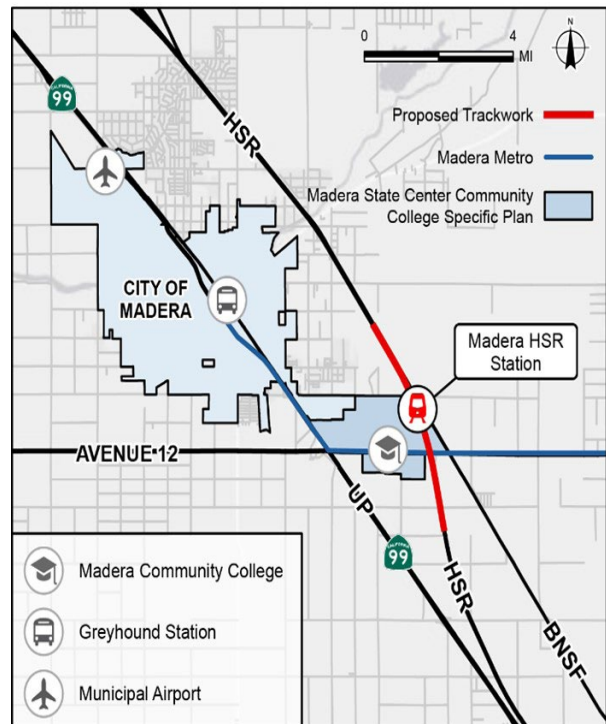
These proposed improvements will provide a second mainline track to improve safety for trains in passing situations, improve connectivity and increase ridership, support increased train speeds and transportation options for residents throughout the corridor, support reduced VMT and associated regional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

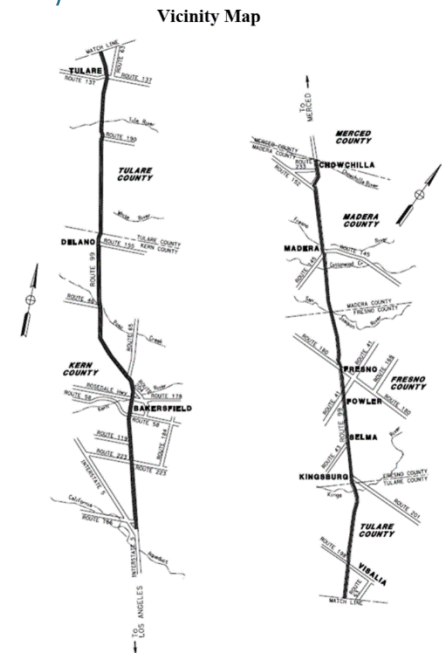
In addition, Tulare SR 99 Corridor and Paige Avenue Multimodal Interchange Enhancements project was originally programmed in the 2018 ITIP for environmental and design phases. Currently, this project is in the PS&E and Right of way phases. The construction phase is currently programmed with other State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

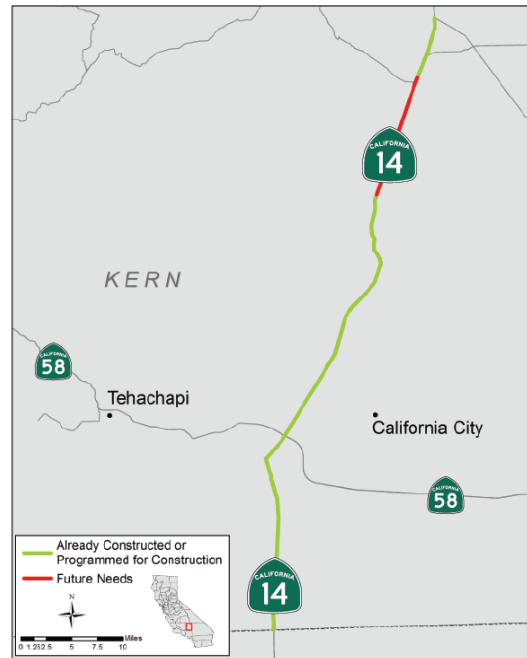
In addition, the managed lanes in either truck-only or HOV configuration, would serve to reduce vehicle miles travelled (VMT) and greenhouse gas emissions (GHG) over baseline alternatives. A consistent six-lane lane configuration on SR 99: closing the last 11.9 mile of remaining gap in Tulare County 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

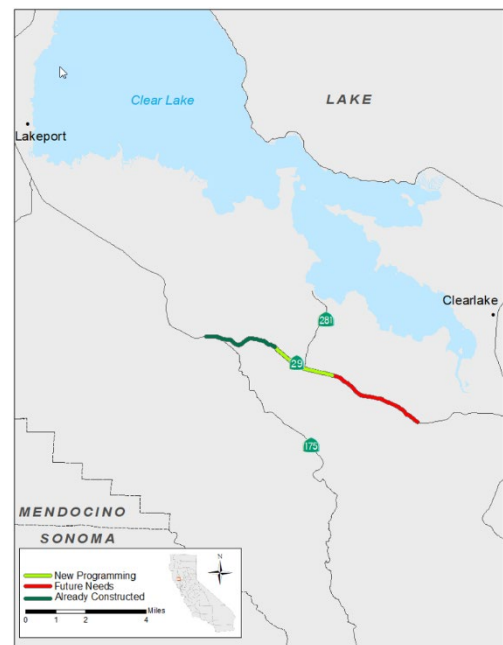
A major strategy for the corridor within Lake County is to improve safety and system effectiveness for all travelers by separating the interregional and regional travel by supporting freight improvements to the south on State Route 29 and enhancing local circulation, including active transportation, 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/ State Rail Plan Region	Implementing Agency	County-Route	Project Name	Total Remaining Need (in Millions)	Remaining Phases
Highways					
1	Caltrans	Lake County 29	Lake 29 Expressway - Segment 2A	\$91	RW and CON
1	Caltrans	Lake County 29	Lake 29 Expressway - Segment 2B	\$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
Total				\$563	

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 Budget (2012 Initial Reporting) ¹	GF STIP Budget (2024 Report) ¹	Budget Update 2026 ¹	GF STIP Expenditures ²	
DIST	CO	RTE	PPNO	EA	PROJECT	TOTAL	TOTAL	TOTAL	TOTAL	Notes
01	MEN	101	0125F	26200	Willits Bypass (Includes PPNOs 0125X, 0125Y, 0125W, 0125Z)	\$79,000	\$183,823	\$183,823	\$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.

¹ GF Budget estimate to complete support

² 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
SF	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
Var	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.
SAC	Mass Transit	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
				61,115	61,115	0	0	0	40,759	0	0	33,059	7,700	0	0	0	

*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
SF	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	202
SANDAG	Rail	CP119	San Dieguito Phase 2	212
MAD	Rail	9894	Madera High Speed Rail Station	221
Mon	Rail	9890	King City Multimodal Transportation Center	227
SAC	Mass Transit	2227	Sacramento Downtown Regional Bus Route Consolidation - Bus Stop Improvements	235
Var	Rail	2194a	Coast Subdivision Positive Train Control Implementation Project	241
STA	Rail	2191	San Joaquin Corridor 2nd Platforms-Modesto and Turlock-Denair	250
Var	99	8145	State Route 99 Managed Lanes (Kern to Madera)	256
LA	ATP	6518	LA River Way Bike Path Segment 6	262

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/03/2025 12:57:36
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	
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
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	07/01/1998	07/01/1998
Circulate Draft Environmental Document Document Type EIR	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	08/15/2018
End Design Phase (Ready to List for Advertisement Milestone)	12/15/2026	08/01/2029
Begin Right of Way Phase	07/01/2024	10/17/2024
End Right of Way Phase (Right of Way Certification Milestone)	12/01/2026	07/01/2029
Begin Construction Phase (Contract Award Milestone)	06/13/2027	02/12/2030
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	09/01/2035

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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 ☒ 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
Local streets and roads	New roadway lane-miles	Miles	5.38

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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
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
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	\$40571 RW voted 10/17/24
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:	Future Need - SB 1 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 12/03/2025 12:57:36
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	12/03/2025 11:19:12
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCC <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 EIR		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	08/15/2018
End Design Phase (Ready to List for Advertisement Milestone)	04/15/2024	08/01/2029
Begin Right of Way Phase	04/01/2022	07/01/2026
End Right of Way Phase (Right of Way Certification Milestone)	04/01/2024	07/01/2029
Begin Construction Phase (Contract Award Milestone)	09/20/2024	02/12/2030
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 12/03/2025 11:19:12

Purpose and Need

Purpose and Need:
Route 29 is part of a system defined as the Route 20/29/53 Principal Arterial Corridor ("Corridor", which extends around the south shore of Clear Lake). The elements of the Corridor are National Highway system routes, and the Corridor is classified as a Focus Route in the Interregional Road System. Upgrading the Corridor for future capacity increases, as well as for delivery of goods and services has long been a goal for Caltrans and the RTPA. Segment 2A is 3.3 miles long, located between the communities of Lower Lake and Kelseyville.

NHS Improvements ☒ YES ☐ NO

Roadway Class 1

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

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

Date 12/03/2025 11:19:12

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	

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Date 12/03/2025 11:19:12

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

SECTION 1 - All Projects

Project Background

The proposed schedule/timeline for the project assumes Right of Way Support/Capital funding is secured no later than 7/1/26 and that Construction Funding would be secured for the 29/30 FY. At this time there does not appear to be funding available for this project based on these timelines. As securing funding continues to be delayed the project schedule documented in this ePPR will delay accordingly.

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

SECTION 2 - For SB1 Project Only

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

NA

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/02/2025 13:36:33
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
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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

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

Date 12/02/2025 13:36:33

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
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
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 \$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 12/02/2025 13:36:33
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	12/04/2025 15:24:57
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
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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
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

Date 12/04/2025 15:24:57

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

Project Outputs

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

Additional Information

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

As part of the Bay Skyway Phase 1 Project, the Yerba Buena Island (YBI) Multi-Use Path (MUP) 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 MUP 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 MUP 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.

The MUP will be constructed in 4 segments. ITIP helps fully fund the 4th segment that achieves the goals of the complete project and provides full connectivity with a full width protected multi-use path for 80% of the length of the path, and a narrower width of protected multi-use path for 20% of the path. The MUP is currently being constructed as part of three projects: Treasure Island Road Improvements / MUP Segment 4, Westside Bridges Seismic Retrofit / MUP Segment 3, and Hillcrest Road Improvement / MUP Segment 2. Due to funding being dedicated for the Segment 4 project, the total Construction cost in the 2026 ITIP ePPR shrank to \$38,000,000 from the \$92,040,000 noted in the 2024 ITIP ePPR. The outcome of the previously submitted benefit-cost analysis for the full MUP is still generally valid, as SFCTA will deliver the full-length path on the same timeline as Treasure Island Road Improvements / YBI MUP Segment 4.

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)	2,000							2,000	
PS&E	7,551							7,551	
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 \$1K included because SFCTA LPP- F funds must be programmed directly to the PS&E to enable the allocation adjustment to shift \$750k from PA&ED to PS&E.\$1000 PAED voted 08/18/21 \$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)	1,000							1,000	
PS&E	1							1	
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 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 SB 1 LPP - Formula Distribution (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)									Programming Nomination materials submitted 10/6/25 for programming in December 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 12/04/2025 15:24:57	
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	12/03/2025 11:42:31
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
04	4W480		2355	Caltrans HQ		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Alameda County						
				MPO	Element	
				MTC	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Gavin Lohry			415-778-6676	glohry@bayareametro.gov		

Project Title

Bay Skyway Phase 1 - West Oakland Link

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

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

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

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

Legislative Districts

Assembly:	18	Senate:	9	Congressional:	12
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Project Milestone	Existing	Proposed
Project Study Report Approved	11/17/2023	
Begin Environmental (PA&ED) Phase	10/13/2013	10/13/2013
Circulate Draft Environmental Document	06/15/2022	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 12/03/2025 11:42:31

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

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
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
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 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 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 12/03/2025 11:42:31
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	12/02/2025 13:43:21
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
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
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	07/02/2003	07/02/2003
Circulate Draft Environmental Document	01/30/2005	01/30/2005
Draft Project Report	01/30/2005	01/30/2005
End Environmental Phase (PA&ED Milestone)	06/29/2005	06/29/2005
Begin Design (PS&E) Phase	08/01/2018	08/01/2018
End Design Phase (Ready to List for Advertisement Milestone)	06/07/2023	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

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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

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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
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
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)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	1,270							1,270	
CON									
TOTAL	1,270							1,270	

Complete this page for amendments only					Date 12/02/2025 13:43:21
District	County	Route	EA	Project ID	PPNO
05	San Luis Obispo County	46	3307E	0518000075	0226L

SECTION 1 - All Projects

Project Background

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.

Programming Change Requested

Reason for Proposed Change

The construction support and capital "future need" is being moved from 05-3307E (0518000075 / PPNO 0226L) to 05-3307F (0524000149 / PPNO 0226N).

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)

Not sure how this applies.

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

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/02/2025 13:47:47
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
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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

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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

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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 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	

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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)

N/A

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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



Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/02/2025 10:21:06
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	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

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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 ☒ 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
Local streets and roads	New roadway lane-miles	Miles	6.2
State Highway Road Construction	Pedestrian/Bicycle facilities miles constructed	Miles	6.2

Date 12/02/2025 10:21:06

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
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
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	

Complete this page for amendments only					Date 12/02/2025 10:21:06
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	12/02/2025 15:07:29
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCC <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
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Project Milestone	Existing	Proposed
Project Study Report Approved	03/11/2008	
Begin Environmental (PA&ED) Phase	05/01/2019	05/01/2019
Circulate Draft Environmental Document	12/15/2020	12/15/2020
Draft Project Report	12/01/2020	12/01/2020
End Environmental Phase (PA&ED Milestone)	05/01/2021	05/01/2021
Begin Design (PS&E) Phase	07/01/2021	07/01/2021
End Design Phase (Ready to List for Advertisement Milestone)	07/01/2025	12/09/2025
Begin Right of Way Phase	07/01/2021	07/01/2021
End Right of Way Phase (Right of Way Certification Milestone)	08/01/2024	12/08/2025
Begin Construction Phase (Contract Award Milestone)	12/30/2025	12/15/2026
End Construction Phase (Construction Contract Acceptance Milestone)	04/01/2028	05/15/2029
Begin Closeout Phase	04/03/2028	05/16/2029
End Closeout Phase (Closeout Report)	04/03/2030	07/15/2031

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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	5.6	0	5.6

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
TOTAL	72,660	39,000						111,660	
Proposed Total Project Cost (\$1,000s)									Notes
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	
TOTAL	72,660	44,293						116,953	

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	
TOTAL	9,400	39,000						48,400	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,000	1,093						4,093	
PS&E	6,400							6,400	
R/W SUP (CT)									
CON SUP (CT)		4,000						4,000	
R/W									
CON		39,200						39,200	
TOTAL	9,400	44,293						53,693	

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 \$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 12/02/2025 15:07:29
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	12/03/2025 08:02:55
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
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Project Milestone	Existing	Proposed
Project Study Report Approved	03/18/2009	
Begin Environmental (PA&ED) Phase	05/01/2019	05/01/2019
Circulate Draft Environmental Document	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

Date 12/03/2025 08:02:55

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
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
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)									Notes
E&P (PA&ED)									
PS&E	2,070							2,070	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,070							2,070	

Fund #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 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 Regional 20.xx.723.200; TCEP Regional Shares \$6,888 RW Sup and \$30,714 RW voted on 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 12/03/2025 08:02:55
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	12/05/2025 10:04:33
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
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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

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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 ☒ 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)	Roadway lane miles	Miles	28.8
Pavement (lane-miles)	Ramps and Connectors constructed	Miles	2

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Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	7,648	13,110	-5,462
	Optional	Daily Truck Trips	# of Trips	24,035	24,035	0
	Optional	Daily Truck Miles Traveled	Miles	115,370	120,177	-4,807
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	3,535,493	3,535,493	0
System Reliability (Freight)	Optional	Daily Vehicle Hours of Travel Time Reduction	Hours	2,404	4,121	-1,717
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	-1	0	-1
			PM 10 Tons	-1	0	-1
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO ₂)	Tons	-14,642	0	-14,642
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-1	0	-1
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SO _x)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	185	0	185
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NO _x)	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	0.7	0.7	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	8.8	8.88	-0.08
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	2,356	0	2,356
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.6	0	1.6

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
TOTAL	4,300		28,200		193,600			226,100	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	4,300	844						5,144	
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	
TOTAL	4,300	844			17,300		158,800	181,244	

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)	4,300							4,300	Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	4,300							4,300	
Proposed Funding (\$1,000s)									Notes
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									
TOTAL	4,300	600			17,300			22,200	

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)									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.
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	
Fund #3:	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)									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)		244						244	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		244						244	

Complete this page for amendments only					Date 12/05/2025 10:04:33
District	County	Route	EA	Project ID	PPNO
06	Madera County	99	OY360	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)

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Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/03/2025 08:21:59
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		
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
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Project Milestone	Existing	Proposed
Project Study Report Approved	11/21/2019	
Begin Environmental (PA&ED) Phase	06/01/2021	06/01/2021
Circulate Draft Environmental Document Document Type EIR/FONSI	06/05/2023	05/31/2023
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 12/03/2025 08:21:59

Purpose and Need

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

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

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

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

NHS Improvements ☒ YES ☐ NO

Roadway Class 1

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	HOV/HOT mainline constructed	Miles	54

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 (CO2)	Tons	458,021	474,417	-16,396
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	159	168	-9
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	5,516	5,747	-231
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	881	936	-55

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

Project Title

Interstate 5 (I-5) Managed Lanes

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
TOTAL	51,404		400,000					451,404	

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	
TOTAL	51,404		406,000					457,404	

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									
TOTAL	12,800							12,800	

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 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 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)									Notes
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	

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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	12/03/2025 08:26:25
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
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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 Document Type CE/CE	05/01/2023	05/01/2023
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 12/03/2025 08:26:25

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 12/03/2025 08:26:25

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 \$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 \$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

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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	12/03/2025 09:34:29
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 12/03/2025 09:34:29

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

Date 12/03/2025 09:34:29

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

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District	County	Route	EA	Project ID	PPNO
75	San Joaquin County				9888

SECTION 1 - All Projects

Project Background

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.

Programming Change Requested

Reason for Proposed Change

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

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

N/A

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/03/2025 09:37:53
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			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 Document Type EIR/EIS	07/01/2030	10/08/2031
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

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Purpose and Need

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

NHS Improvements ☐ YES ☒ NO

Roadway Class NA

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

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

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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
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
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)									Notes
E&P (PA&ED)	5,942							5,942	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	5,942							5,942	
Fund #7:	CMAQ - Congestion Mitigation (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.820
Component	Prior	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)									Notes
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 12/03/2025 09:37:53
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	12/03/2025 09:42:23
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 12/03/2025 09:42:23

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)									Notes
E&P (PA&ED)									\$612,000 (R387GX) \$443,000 (R484GI) \$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)									Notes
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 12/03/2025 09:42:23
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)

N/A

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments



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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/02/2025 10:28:19
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 Document Type EIR/CE	12/31/2022	10/07/2025
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 12/02/2025 10:28:19

Purpose and Need

The existing siding switches will be upgraded to allow for increased train speed. The project will also include modifications to numerous existing private and public crossings, bridges, and culverts within the project limits. The Project is a necessary component of the Valley Rail Sacramento Extension, a proposed passenger rail service between Stockton and Sacramento with further connections to San Jose, Ceres, and Bakersfield. Once deployed, the improvements will provide 7 round trips to Sacramento, with service terminating in Natomas. The project will increasing train speeds in the corridor which will provide benefits to the San Joaquins service, ACE, and UPRR. Allowing the ACE service to operate up to four (4) daily rounds trips to Natomas will greatly increase the transportation options for residents throughout the existing and proposed corridors.

NHS Improvements ☐ YES ☒ NO

Roadway Class NA

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Miles of rehabilitated track	Miles	7.1

Date 12/02/2025 10:28:19

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
E&P (PA&ED)	1,948							1,948	
PS&E	5,846							5,846	
R/W SUP (CT)									
CON SUP (CT)									
R/W				5,000				5,000	
CON					40,522			40,522	
TOTAL	7,794			5,000	40,522			53,316	

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
E&P (PA&ED)									TIRCP 2018, Valley Rail, Elk Grove Double Track: R/W \$5,000,000 CON \$40,522,000 PAP will be updated to reflect the accurate programming of R/W and CON and submitted to Caltrans in November 2025.
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
PS&E	5,846							5,846	\$1948 PAED voted 03/22/23
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 Rail Operational and Capacity Improvement Project: \$1,948,000 PA&ED (R524GA) approved under reso. MFP-22-08 on June 29, 2023. \$5,846,000 PS&E programmed for FY25/26
PS&E	5,846							5,846	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	7,794							7,794	

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Date 12/02/2025 10:28:19

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

SJRRC will be requesting a period of allocation time extension for the Elk Grove to Phillips Siding Rail Operation and Capacity Improvements Project for ITIP for the PS&E phase.

Reason for Proposed Change

SJRRC will be requesting a period of allocation time extension for the Elk Grove to Phillips Siding Rail Operation and Capacity Improvements Project. Staff will be requesting an extension of 1 to 2 months. Currently, ITIP PS&E funds are programmed in FY25/26.

The project schedule has PA&ED ending on June 30, 2026, and PS&E starting on July 1, 2026. PS&E would fall in FY26/27. Since the FY has already started, an amendment can no longer be requested. An extension would be needed to extend the period of allocation into FY26/27. Additionally, due to the CTC meeting schedule, SJRRC would not be able to request an allocation until the August CTC meeting.

SJRRC plans to request a time extension for the period of allocation at the May CTC meeting. And request an allocation at the August CTC meeting.

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

There may be a one-month discrepancy between the PS&E schedule, as SJRRC has scheduled to start PS&E on July 1, 2026, but will be unable to request an allocation for funds until the August CTC meeting (i.e., unable to encumber costs until August).

Other Significant Information

N/A

SECTION 2 - For SB1 Project Only

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

N/A

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/03/2025 09:53:39
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		
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
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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 12/03/2025 09:53:39

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 ☐ 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	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
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
PS&E									\$3500 PAED voted 10/17/18 \$1000 PSE EXT. TO 12/31/22 \$9000 CON EXT. TO 02/28/27
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	9,000							9,000	
TOTAL	12,500							12,500	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,500							3,500	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	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	

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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	12/04/2025 16:33:23
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 2 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
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Project Milestone	Existing	Proposed
Project Study Report Approved	02/01/2023	
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

Date 12/04/2025 16:33:23

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

Date 12/04/2025 16:33:23

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)									TIRCP Cycle 6 award
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	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	

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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

Updated 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

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/05/2025 10:15:11
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
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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 12/05/2025 10:15:11

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 ☐ YES ☒ NO

Roadway Class NA

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	New stations	EA	1

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 building¹ 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	12/05/2025 09:26:13
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCC <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
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Project Milestone	Existing	Proposed
Project Study Report Approved	07/07/2023	
Begin Environmental (PA&ED) Phase		01/30/2026
Circulate Draft Environmental Document	Document Type EIR/EIS	04/30/2027
Draft Project Report		08/31/2026
End Environmental Phase (PA&ED Milestone)		10/29/2027
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)		09/29/2026
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

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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 ☐ YES ☒ NO

Roadway Class NA

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs			
Category	Outputs	Unit	Total
Rail/ Multi-Modal	New stations	EA	1
Rail/ Multi-Modal	Miles of new track	Miles	0.231

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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	12/05/2025 09:18:27
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		
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
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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 12/05/2025 09:18:27

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

Date 12/05/2025 09:18:27

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	

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	12/05/2025 09:41:26
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
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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 12/05/2025 09:41:26

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 (Transportation Agency for 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 ☐ YES ☒ NO

Roadway Class NA

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☐ YES ☒ NO

Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Miles of rehabilitated track	Miles	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	2,700							2,700	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	59,813				16,659			76,472	
TOTAL	62,513				16,659			79,172	

Fund #1:	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 #2:	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 #3:	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 #4:	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 #5:	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	

Fund #6:	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	10,375							10,375	
TOTAL	10,375							10,375	
Fund #7:	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	29,763							29,763	
TOTAL	29,763							29,763	

Fund #8:	Other State - Public Transportation Account (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)									Environmental work is performed along with PS&E (Design) under Contract 75Z0022 A2 between Caltrans & UPRR, therefore there is no additional cost for Environmental Phase.
PS&E	2,700							2,700	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,700							2,700	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/05/2025 09:35:22
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
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 12/05/2025 09:35:22

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 ☐ 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	Station improvements	EA	2

Date 12/05/2025 09:35:22

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
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 (Committed)	Program Code
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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
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)									
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)	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	12/10/2025 13:54:46
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)

From the Kern County I-5 junction to north of City of Madera, Caltrans District 6 proposes to strategically implement managed lanes along the District's 164-mile SR 99 corridor while constructing 11.9 miles of new lanes (managed) in the existing SR 99 median. 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.

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

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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 ☐ YES ☒ NO

Roadway Class 2

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☐ YES ☒ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Roadway lane miles	Miles	23.8

Date 12/10/2025 13:54:46

Additional Information

Project limits:

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

Additional Outputs:

Category = Managed Lane (Mainline Miles) Output = Mainline Miles Unit = 164 miles

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:	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)									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	12/03/2025 15:33:03
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		
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 LA County in the City of LA, adjacent to the LA River's south bank for a half mile from the Hazeltine Ave/Valleyheart Drive intersection to the Woodman Ave/ Valleyheart Drive intersection. Design and construct a 1/2-mile Class 1 Bike Path along the LA River bank, with two at-grade street crossings, a grade separated street crossing, access gates, signage, ramps, railings, furnishings, landscaping, on-street bike lanes, striping, and traffic signal improvements. The Project will connect to other path segments to form a 51-mile Class 1 bike path. It will provide first/last mile connections to intercity rail and multi-regional bus systems. The bike path is adjacent to transit stations that connect to Amtrak Pacific Surfliner via Union Station and Burbank stations. 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.

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
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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 12/03/2025 15:33:03

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	<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	0.5
Bridge / Tunnel	At-grade crossings eliminated	SQFT	10,000

Date 12/03/2025 15:33:03

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

As required by Senate Bill 486 (DeSaulnier, 2014), the Commission held a south public hearing regarding the ITIP, on October 30, 2025. The north hearing was held on November 7, 2025.

In addition to verbal testimony provided by the public at the Commission-hosted public hearings, several support letters and written comments were submitted directly to Caltrans staff or via OCIP@dot.ca.gov email prior to the comment deadline of November 24, 2025.

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

South ITIP Hearing held on October 30, 2025, Summary of Verbal Comments and Responses:

1. Jeanie Ward-Waller: Requested more detailed information about Highway 99 projects. From a climate plan perspective, expressed appreciation for the multimodal elements included in the ITIP and voiced support for the active transportation investments.

- Highway 99 Projects:

1A. Requested more detailed information about one of the proposed projects described as “Various projects along Highway 99,” including what it is proposing to fund.

- *Response: The specific project on State Route 99 was not clearly identified in the question; however, it is assumed to refer to the State Route 99 Managed Lanes Project (Kern to Madera), PPNO 8145. A total of \$7.7 million is proposed to be programmed for the PA&ED (Project Approval and Environmental Document) phase, which includes preliminary engineering and environmental clearance.*

The project proposes 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 SR 99 median. The closure of this last remaining gap in Tulare County will result in 164 miles of continuous 6-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.

1B. Noted that in the previous ITIP there was a requirement for a completed Multimodal Corridor Plan for Highway 99. The plan was in draft form but not finalized at that time, and she would like an update on its current status.

- *Response: The State Route 99 Comprehensive Multimodal Corridor Plan (SR 99 CMCP) was published in early November 2025. The project webpage contains the final report and additional information related to the SR 99 CMCP: <https://dot.ca.gov/caltrans-near-me/district-6/district-6-projects/central-valley-99>*

1C. Requested an update on whether the proposed project(s) along Highway 99 are aligned with the Multimodal Corridor Plan.

- *Response: The SR 99 CMCP contains a list of multimodal solutions that support the vision of the corridor. Projects listed in the 2026 ITIP on SR 99 in District 6 are included in the SR 99 CMCP solutions list.*

2. Shelley Quan - Los Angeles County Metropolitan Transportation Authority (LA Metro): Supports inclusion of the LA Riverway Bike Path – Segment 6 in the ITIP. Emphasized the project's importance in closing remaining gaps in the 51-mile LA River bike path network and enhancing multimodal connectivity. Metro looks forward to continued partnership with Caltrans to complete the full bike path. Additionally, Metro affirms support for the Malabar Yard Improvements project, part of the Link Union Station project, and plans to pursue state partnership opportunities despite its absence from the current ITIP. Metro also encourages Caltrans to establish more feedback loops during ITIP development to help agencies address concerns that may affect project inclusion and thanked District 7 and headquarters staff for their support.

- *Thank you for your support of the LA Riverway Bike Path. We also appreciate your suggestion to include more feedback opportunities in the ITIP development process and will consider this in future ITIP cycles. Regarding the Malabar Yard Improvements Project, while it was not included in this ITIP, we acknowledge and appreciate your continued support.*

3. Ted Smalley (Highway 99 Coalition / San Joaquin Valley): Highlighted ongoing partnership on Highway 99 projects, including the 99 Town Hall and multiple valley tours. Noted that support was continued for finishing Highway 99, including North and South Madera projects, and emphasized regional collaboration across the valley. Expressed gratitude to Caltrans for advancing the managed lanes project and noted that the Multimodal Corridor Plan is substantially complete or ready for signature. Emphasized that the intent of the plan is implementation, not just study, and highlighted anticipated safety and air quality benefits. Thanked Districts 6 and 10, particularly District 6, for their hard work, and expressed readiness to move forward. Noted broad bipartisan support at federal, state, and local levels, stating that Highway 99 is a project that has united the valley. Appreciated Caltrans headquarters and CTC for the partnership and reaffirmed strong support for the ongoing Highway 99 efforts.
 - *Thank you for your support. We appreciate your recognition of Caltrans' work on Highway 99, the role of managed lane projects in the Multimodal Corridor Plan, and the regional collaboration helping to improve the corridor's safety and air quality.*
4. Clint Peace – San Diego Association of Governments (SANDAG): Supported funding for the San Dieguito Lagoon Double Track Project in Del Mar. The project will address a key rail bottleneck, elevate the tracks above the floodplain to improve resiliency, and construct a special-event platform at the Del Mar Racetrack to help reduce congestion on I-5 during major events. Appreciation is extended for the continued partnership and support from Caltrans and CTC.
 - *Thank you for your support of the San Dieguito Lagoon Double Track Project as well as your recognition of the partnership with Caltrans and the CTC.*

North ITIP Hearing held on November 7, 2025, Summary of Verbal Comments and Responses:

1. Troy McNeel – Deputy Director, Madera County Transportation Commission (MCTC): Expressed strong support for State Route 99 improvements in Madera and Tulare counties in the 2026 Draft ITIP, including the North and South Madera six-lane widening, the State Route 99 corridor and Paige Avenue multimodal interchange enhancements, and the Madera high-speed rail station.

Highlighted the critical role of State Route 99 as a north-south corridor for goods movement in the San Joaquin Valley, connecting agricultural, industrial, and community centers to statewide and national markets, and noted that the valley produces nearly 70% of California's agricultural output. Emphasized that these projects align with regional planning documents and advance statewide goals for safety, freight efficiency, multimodal access, and climate-friendly transportation. Also noted the equity benefits of investing in Madera and Tulare counties and urged CALTRANS to include these projects in the final 2026 ITIP to support the valley's communities, economy, and transportation resilience.

- *Thank you for your support of the State Route 99 improvements and related projects in Madera and Tulare counties. Caltrans appreciates your input and the associated benefits as we finalize the 2026 ITIP.*
2. Karl Anderson - Metropolitan Transportation Commission (MTC): Thank you to Caltrans and Commission staff for the presentation and coordination. We generally support the Draft ITIP's focus on regional priorities and multimodal investments and encourage continued collaboration on future ITIP cycles, especially for interregional corridors (US 101, SR 25, SR 152, SR 37). MTC remains committed to delivering currently programmed ITIP projects.
- *Thank you for your support and feedback. We appreciate your commitment to delivering ITIP projects and look forward to continued collaboration on future ITIP cycles.*

Summary of Support and Comment letters and Responses:

Two support letters and one comment letter were submitted to Caltrans via the email address OCIP@dot.ca.gov, before the comment deadline of November 24, 2025.

This section includes the support letters and the comment letter, followed by the corresponding Caltrans' response letter.

November 3, 2025

Ms. Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street, Room 2221
Sacramento, CA 95814

Via email to ctc@catc.ca.gov

ATTN: OCIP@dot.ca.gov

**RE: Interregional Transportation Improvement Program – King City Multimodal (#9890),
Coast PTC (#2194a), and Rail Funding – SUPPORT**

Dear Ms. Taylor:

On behalf of the Transportation Agency for Monterey County (TAMC), I am writing to support the inclusion of the King City Multimodal Transportation Center (project #9890), the Coast Subdivision Positive Train Control Implementation (project #2194a), and other rail projects in the Interregional Transportation Improvement Program (ITIP). The proposed ITIP funds will support the construction of a train platform in downtown King City to enable a stop on the Coast Starlight in the near term and for future additional passenger rail service along the coast in the long term. Installation of the train crash prevention safety technology Positive Train Control (PTC) on the Coast Rail line will support increased passenger rail service between San Jose, Salinas, and San Luis Obispo. These projects, along with the other rail projects listed in the draft ITIP, will support the goals of the adopted California State Rail Plan (2024) and help the State in its ambitious greenhouse gas emission reduction goals.

The King City Multimodal Transportation Center project will provide new rail access to travelers on the Central Coast, including to the US Army Fort Hunter Liggett. The project will promote economic development around the rail station and increase connectivity and access to jobs and services for low-income, underserved communities. This project provides an alternative to vehicular travel, thereby reducing vehicle miles traveled and greenhouse gas emissions while improving air quality.

TAMC is a founding member of the Coast Rail Coordinating Council, which was established in 1992 with a mission to improve the frequency, speed, reliability, and ease of use of passenger

trains on the coastal route between San Francisco and Los Angeles, with an emphasis on filling the critical gap in state-supported service between San Jose and San Luis Obispo. TAMC is supporting the State's work to implement PTC crash avoidance safety technology on the corridor via contributions of funding from a Transit and Intercity Rail Capital Program (TIRCP) grant for passenger rail service to Salinas and via a portion of our allocation of Senate Bill 125 funding.

TAMC appreciates the Commission's consideration of ITIP funding for the King City station and PTC projects as critical improvements to facilitate passenger rail service in our region, and a means to support the State's climate action goals. If you have any questions, please contact Christina Watson of my staff at (831) 775-4406 or via email at christina@tamcmonterey.org.

Sincerely,

A handwritten signature in blue ink that reads "Todd Muck". The signature is fluid and cursive, with the first name "Todd" and last name "Muck" clearly distinguishable.

Todd Muck
Executive Director

November 5, 2025

Chair Darnell Grisby
Attn: Tanisha Taylor, Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Dina El-Tawansy, Director
California Department of Transportation
PO Box 942873
Sacramento, CA 94273-0001

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

Chair Grisby and Director El-Tawansy:

We respectfully submit this letter in strong support of including the SR 99 North Madera 6 Lane and SR 99 South Madera 6 Lane projects in Madera County, as well as the SR 99 Corridor and Paige Avenue Multimodal Interchange Enhancements in Tulare County, in the Draft 2026 Interregional Transportation Improvement Program (ITIP).

SR 99 serves as the primary transportation backbone for Madera County and the San Joaquin Valley and is a critical north-south goods movement corridor for the State of California. The route plays an essential role in supporting freight mobility, safety, and economic connectivity throughout the Valley and statewide.

For these reasons, ongoing investment in SR 99, through projects such as these, is vital to meeting current and future mobility, safety, and goods-movement needs in Madera and Tulare Counties, the San Joaquin Valley, and the State of California.

- The San Joaquin Valley (SVJ) is the highest producing agricultural region in the United States. In 2022, \$39 billion of California's \$56 billion of agricultural goods came from the San Joaquin Valley. If it were a state, the SVJ would be the top agricultural producer in the country.
- These projects have been identified as a priority project in the San Joaquin Valley Goods Movement Plan and the Caltrans State Route 99 Business Plan.

- These projects combined with on-going locally funded interchange and other corridor improvements are part of a systematic effort to improve safety, goods movement and economic opportunity in the San Joaquin Valley. Madera and Tulare Counties are among the most disadvantaged counties (by almost any economic or demographic indicator) in the State.

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

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

Sincerely,

Jose Rodriguez

[Jose Rodriguez \(Nov 6, 2025 14:29:05 PST\)](#)

Jose Rodriguez, Chair
Madera County Transportation Commission



Grass Valley • Nevada City

Nevada County • Truckee

File: 1390.3

November 24, 2025

James Anderson
Chief, Division of Federal Programming
California Department of Transportation
1120 N Street, Sacramento, CA 95814

SUBJECT: Comments Draft 2026 Interregional Transportation Improvement Program

Dear Mr. Anderson:

The Nevada County Transportation Commission (NCTC) appreciates the opportunity to provide comments on the Draft 2026 Interregional Transportation Improvement Program (ITIP). The strategic investments and funding partnerships proposed for adoption in the 2026 ITIP play a critical role in funding highway and intercity rail projects that improve the Interregional Transportation System between regions for the movement of people and goods, in compliance with California Government Code 14526 and California Streets and Highways Code (SHC) Section 164.

NCTC recognizes the challenges associated with reviewing and selecting projects to fund with the limited Interregional Improvement Program (IIP) revenues available; however, in the development of future ITIP funding recommendations it strongly suggested that Caltrans undertake efforts to improve transparency by providing adequate time for review prior to the north/south ITIP public hearings. NCTC also strongly suggests that the Draft ITIP include a quantification of the projects recommended for funding to demonstrate compliance with the percentages as defined in SHC Section 164. Further, any changes to the ITIP scoring process or previously approved 2022 ITIP scoring criteria should be done in coordination with the Regional Transportation Planning Agencies and Metropolitan Transportation Planning Organizations through a transparent process to ensure that the critically important IIP funding addresses the statutory intent.

SHC Section 164 (b) mandates that sixty percent of the IIP funds available for interregional travel shall be programmed and expended for improvements to state highways that are specified in Sections 164.10 to 164.20, inclusive, and that are outside the boundaries of an urbanized area with a population of more than 50,000, and for intercity rail improvements. Not less than 15 percent of that amount of funds programmed under this subdivision shall be programmed for intercity rail improvements, including grade separation projects.

SHC Section 164 (d) notes that the remaining IIP funds available shall be used for transportation improvement projects that are needed to facilitate interregional movement of people and goods. Projects

may include state highway, intercity passenger, rail, mass transit guideways, or grade separation projects. Given the limited amount of funding available that is intended to address the interregional movement of people and goods, Caltrans and the California Transportation Commission must ensure that that projects recommended and ultimately approved for programming in the ITIP meet the statutory intent of the Interregional Improvement Program funding.

Thank you again for the opportunity to comment. NCTC look forward to working in partnership with Caltrans to identify opportunities to improve coordination and transparency with the regions in the development of the subsequent 2028 ITIP recommendations.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mike Woodman", with a long horizontal flourish extending to the right.

Mike Woodman
Executive Director

Cc: Tanisha Taylor, Executive Director, California Transportation Commission
Marlon Flournoy, Deputy Director of Planning and Modal Program, Caltrans
Kiana Valentine, Politico Group

California Department of Transportation

DIVISION OF FINANCIAL PROGRAMMING
P.O. BOX 942873, MS-82 | SACRAMENTO, CA 94273-0001
(916) 654-4013 | TTY 711
www.dot.ca.gov



December 4, 2025

Mr. Mike Woodman
Executive Director
Nevada County Transportation Commission
101 Providence Mine Road
Suite 102
Nevada City, CA 95959

Dear Mr. Woodman:

Thank you for your thoughtful comments on the Draft 2026 Interregional Transportation Improvement Program (ITIP). Your ongoing engagement is greatly appreciated and reinforces our shared dedication to promoting strategic investments that enhance interregional mobility across Northern California. Your insights help improve the transparency, clarity, and integrity of the ITIP development process.

Statutory Framework and ITSP Alignment

As you mentioned, Government Code § 14526 and Streets and Highways Code § 164 establish legal requirements for the Interregional Improvement Program (IIP), including requiring the use of the Interregional Transportation Strategic Plan (ITSP) as the foundation for evaluating and recommending ITIP projects. Consistent with these laws, Caltrans used the ITSP framework to ensure that all proposed ITIP recommendations directly support the movement of people and goods across regions and align with the ITIP's purpose.

Use of CSIS in Project Evaluation

In addition to the ITSP, the Caltrans System Investment Strategies (CSIS) tool was used as a supplemental resource to evaluate candidate ITIP projects. CSIS was developed in close collaboration with regional and local partners, including many Regional Transportation Planning Agencies (RTPAs) and Metropolitan Planning Organizations (MPOs), to support data-informed decision-making. While CSIS is not a substitute for statutory requirements, it provides valuable insights that help inform project prioritization.

We remain committed to this collaborative approach by doing the following:

- Engaging regularly with regional partners
- Incorporating feedback into evaluation methods
- Ensuring transparency and consistency in future ITIP cycles

CAPTl and CSIS Integration

As part of the Climate Action Plan for Transportation Infrastructure (CAPTI), Action S4.1 calls explicitly for the development and implementation of CSIS to align Caltrans project nominations with the CAPTI Investment Framework. Accordingly, CSIS was used in the 2026 ITIP evaluation process to help prioritize new project nominations in line with CAPTI goals.

Commitment to Transparency and Regional Engagement

We fully agree with your point regarding the importance of:

- Providing adequate time for regional review,
- Clearly documenting how proposed projects meet statutory funding distribution requirements under SHC §164, and
- Communicating evaluation criteria and updates early in the process.

Caltrans is committed to:

- Enhancing transparency in project selection,
- Improving timelines for regional input, and
- More precisely quantifying and communicating statutory compliance in future ITIP cycles.

Looking ahead to the 2028 ITIP

Thank you again for your constructive comments and continued partnership. We look forward to working closely with the Nevada County Transportation Commission (NCTC) on the development of the 2028 ITIP.

We will soon begin work on the next Interregional Transportation Strategic Plan (ITSP), which will help shape the 2028 ITIP. We're excited to collaborate with regional partners throughout this process.

Mr. Mike Woodman, Executive Director
December 4, 2025
Page 3

Together, we can continue to strengthen coordination, communication, and transparency across all regions to ensure that interregional investments reflect both state priorities and local needs.

Sincerely,


James R. Anderson







JAMES R. ANDERSON
Division Chief

Email Comments:

In addition to the verbal comments and letters, one email was received from Kacey Moore Gutierrez, CTC, with comments regarding the Draft 2026 ITIP. That email is attached in this section, and as requested, Caltrans has provided responses to the comments.

CTC Staff Comments - Draft 2026 ITIP - Response Requested

**Moore-Gutierrez, Kacey@CATC**
To: Anderson, James R@DOT
Cc: Kodali, Sudha M@DOT; Waters, Laurie@CATC; Golaszewski, Paul@CATC
Retention Policy Enforced: Inbox 120 day (4 months)
Expires 3/20/2026
Follow up. Start by Thursday, November 20, 2025. Due by Thursday, November 20, 2025.
This message was sent with High importance.

 Reply  Reply All  Forward  

San Joaquins 2nd Platform_PPNO 2191_Staff Comments.pdf
82 KB

Coast Subdivision PTC_PPNO 2194A_Staff Comments.pdf
97 KB

King City_PPNO 9890_Staff Comments.pdf
112 KB

LA River PPNO 6518_Staff Comments.pdf
110 KB

Madera HSR Station_PPNO 9894_Staff Comments.pdf
..

Draft 2026 ITIP Carryover Projects_Staff Comments.pdf
..

Thu 11/20/2025 9:05 AM

Hi James –

Attached are the CTC staff comments for:

- Carryover projects from the 2024 STIP, and
- All newly proposed projects in the draft 2026 ITIP.

Please provide responses to the following projects by Friday, November 28, 2025:

- Sacramento Regional Bus Route Consolidation (PPNO 2227)
- LA River Bike Path Segment 6 – Hazeltine to Woodman (PPNO 6518)
- Carryover Projects:
 - Bay Skyway Phase 1 – Yerba Buena Island Multi-Use Pathway (PPNO 2351)
 - Elk Grove to Phillips Siding Rail Operational & Capacity Improvements (PPNO 9893)

For all remaining projects, please provide responses by Friday, December 5, 2025. Sending responses individually as they are ready is encouraged.

Thank you,
KACEY MOORE-GUTIERREZ
California Transportation Commission
c: 916.707.1388
e: kacey.moore-gutierrez@catc.ca.gov
w: www.catc.ca.gov

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: Hazeline 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:
 PPNO:

3

INVESTMENT ANALYSIS

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
NON-INFRASTRUCTURE IMPLEMENTATION COST	
Per Bike Program Impact Score	N/A
Per Ped Program Impact Score	N/A

ITEMIZED BENEFITS (mil. \$)	Total Over 20 Years	Average Annual
Journey Quality	\$0.2	\$0.0
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
TOTAL BENEFITS	\$27.7	\$1.4
SRTS-SPECIFIC BENEFITS (mil. \$)		
Journey Quality	N/A	N/A
Additional Delay Savings	N/A	N/A
Additional Safety Benefits	N/A	N/A
TOTAL SRTS BENEFITS	N/A	N/A

Factors that Differentiate Benefits and Performance Measures

Safe Route to School	No
Intersection Improvements on SRTS	No
Programmatic Initiatives	No
Recreational Benefits (enter 1 for Yes, 0 for No)	1

	Tons		Value (mil. \$)	
EMISSIONS REDUCTION	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	231	12	\$0.0	\$0.0
GHG Emissions Saved	100,989	5,049	\$3.7	\$0.2
NO _x Emissions Saved	15	1	\$0.5	\$0.0
PM ₁₀ Emissions Saved	n/a	n/a	n/a	n/a
PM _{2.5} Emissions Saved	13	1	\$6.2	\$0.3
SO _x Emissions Saved	1	0	\$0.1	\$0.0
VOC Emissions Saved	3	0	\$0.0	\$0.0

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.

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.

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

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

www.arb.ca.gov/auctionproceeds

Questions pertaining to TIRCP should be sent to:

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.



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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:	jima@capitolcorridor.org
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)



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Project Name:	SVS Transit Center Bus Routes (PC 4)
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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	
Funding Inputs							
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					
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	\$14,533,000					
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.	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	
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).	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. 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 ₂ 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). 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. 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. For projects that generate renewable electricity using solar photovoltaic panels, applicants should use the PVWatts Calculator to determine this input, available at http://pvwatts.nrel.gov/ .						
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)
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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. 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 ₂ 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	<p>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).</p> <p>Units of gallons for biodiesel, diesel, gasoline, LNG, renewable diesel; scf for CNG and renewable natural gas; kWh for electric; kg for hydrogen.</p>						

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. 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. For projects that generate renewable electricity using solar photovoltaic panels, applicants should use the PVWatts Calculator to determine this input, available at http://nrel.gov/pvwatts						
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 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
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				
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
Displaced Passenger Auto VMT Inputs				
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. 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 ₂ 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	<p>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).</p> <p>Units of gallons for biodiesel, diesel, gasoline, LNG, renewable diesel; scf for CNG and renewable natural gas; kWh for electric; kg for hydrogen.</p>						

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. 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. Units of gallons for biodiesel, diesel, gasoline, LNG, renewable diesel; scf for CNG and renewable natural gas; kWh for electric; kg for hydrogen. For projects that generate renewable electricity using solar photovoltaic panels, applicants should use the PVWatts Calculator to determine this input, available at http://pvwatts.nrel.gov/ .			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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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
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.	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
Displaced Passenger Auto VMT Inputs		Input	Documentation	Input
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. 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 ₂ 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). 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. 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. Units of gallons for biodiesel, diesel, gasoline, LNG, renewable diesel; scf for CNG and renewable natural gas; kWh for electric; kg for hydrogen. For projects that generate renewable electricity using solar photovoltaic panels, applicants should use the PVWatts Calculator to determine this input, available at http://pvwatts.nrel.gov/ .	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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https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/calsta_tircp_finaluserguide_cycle4.pdf

Project Name:	SVS Transit Center Bus Routes (PC 4)
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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	Expanded SCT (Galt-Sacramento) service
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.	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
Displaced Passenger Auto VMT Inputs		Input	Documentation	Input
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. 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 ₂ 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). 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. 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. Units of gallons for biodiesel, diesel, gasoline, LNG, renewable diesel; scf for CNG and renewable natural gas; kWh for electric; kg for hydrogen. For projects that generate renewable electricity using solar photovoltaic panels, applicants should use the PVWatts Calculator to determine this input, available at http://pvwatts.nrel.gov/ .	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.						



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Project Name:	SVS Transit Center Bus Routes (PC 4)
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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.			
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.			
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.			
Displaced Passenger Auto VMT Inputs		Input	Documentation	Input
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. 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 ₂ 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	<p>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).</p> <p>Units of gallons for biodiesel, diesel, gasoline, LNG, renewable diesel; scf for CNG and renewable natural gas; kWh for electric; kg for hydrogen.</p>						

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. 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. For projects that generate renewable electricity using solar photovoltaic panels, applicants should use the PVWatts Calculator to determine this input, available at http://pvwatts.nrel.gov/ .						
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)
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	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
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		
GHG Emission Reduction Start Date (Year)	2024; 2024; 2024	2024; 2024; 2024	2024; 2024; 2024	2024; 2024; 2024	2024; 2024; 2024		
Total CCI							
Total GHG Emission Reductions (MTCO₂e)	4,176	5,374	2,378	1,489	536		13,951
Total GGRF Funds Requested (\$)	\$14,533,000						\$14,533,000
Total GHG Emission Reductions/Total GGRF Funds Requested (MTCO₂e/\$)	0.000287						0.000960
TIRCP							
TIRCP GHG Emission Reductions (MTCO₂e)	4,176	5,374	2,378	1,489	536		13,951
TIRCP Funds Requested (\$)	\$14,533,000						\$14,533,000
TIRCP GHG Emission Reductions/TIRCP Funds Requested (MTCO₂e/\$)	0.000287						0.000960
TIRCP Funds Requested/TIRCP GHG Emission Reductions (\$/MTCO₂e)	3,480						1,042
Additional CCI Program 1							
CCI Program							
GHG Emission Reductions Attributable to other GGRF Programs (MTCO₂e)							
Total Additional GGRF Funds to Implement Project (\$)							
Additional CCI Program 2							
CCI Program							
GHG Emission Reductions Attributable to other GGRF Programs (MTCO₂e)							
Total Additional GGRF Funds to Implement Project (\$)							



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Project Name:	SVS Transit Center Bus Routes (PC 4)
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	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		
Total CCI							
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 _x Emission Reductions (lbs)	1,047	1,029	1,040	1,288	463		4,867
PM _{2.5} Emission Reductions (lbs)	523	682	240	83	30		1,557
Diesel PM Emission Reductions (lbs)	1	1	6	10	3		22
TIRCP							
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 _x Emission Reductions (lbs)	1,047	1,029	1,040	1,288	463		4,867
PM _{2.5} 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 _x Emission Reductions (lbs)							
PM _{2.5} 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 _x Emission Reductions (lbs)							
PM _{2.5} Emission Reductions (lbs)							
Diesel PM Emission Reductions (lbs)							



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

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 ₂ e	metric tons of carbon dioxide equivalent
NO _x	nitrous oxide
PM	particulate matter
PM _{2.5}	particulate matter with a diameter less than 2.5 micrometers
PM ₁₀	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
Benefits Calculator Tool for the
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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 (gCO ₂ e/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:

Betty Miller, Rail Transportation Manager

916-907-2208

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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
Current Status/Baseline and Problem to be Addressed	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.
Change to Baseline Conditions/Alternatives	<p>No Build Alternative: 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>Build Alternative: 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>
Types of Impacts	Intercity Rail Passenger Travel Time 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 travel time savings for passengers using the San Joaquins intercity rail service.

Project Parameters	Description
	Safety Benefits: 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.
	Rail Operator Labor 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 labor cost savings for Amtrak and the freight rail operators.
	Train Operating Costs 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.
	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 ₂) and non-CO ₂ emissions by Amtrak and the freight rail trains.
	Passenger Facility Amenities: 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.
	Residual Value: 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 CO₂ 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
Year-of-Expenditure Dollars						
Environmental/Design/Engineering	\$1.0	\$0.2	-	-	-	\$1.2
ROW Acquisition	-	\$0.2	-	-	-	\$0.2
Construction	-	\$5.8	\$11.6	\$11.6	\$5.8	\$34.7
Total	\$1.0	\$6.2	\$11.6	\$11.6	\$5.8	\$36.1
Constant 2022 dollars						
Environmental/Design/Engineering	\$1.0	\$0.2	-	-	-	\$1.1
ROW Acquisition	-	\$0.2	-	-	-	\$0.2
Construction	-	\$5.2	\$9.9	\$9.4	\$4.5	\$29.0
Total	\$1.0	\$5.6	\$9.9	\$9.4	\$4.5	\$30.3

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
Operations and Maintenance Costs	-	\$145,000

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 (CO₂) and non-CO₂ 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 (Undiscounted)	Monetized Value (Discounted)
Total Benefits	\$74,057,000	\$43,956,000
<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

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Benefit	Monetized Value (Undiscounted)	Monetized Value (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 & Maintenance Costs</i>	(\$2,902,000)	(\$1,781,000)
Total Capital Costs	\$30,333,000	\$26,567,000
Net Present Value	\$43,725,000	\$17,389,000
Benefit-Cost Ratio	2.44	1.65

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 CO₂ 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 ₂ 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
Year-of-Expenditure Dollars						
Environmental/Design/Engineering	\$1.0	\$0.2	-	-	-	\$1.2
ROW Acquisition	-	\$0.2	-	-	-	\$0.2
Construction	-	\$5.8	\$11.6	\$11.6	\$5.8	\$34.7
Total	\$1.0	\$6.2	\$11.6	\$11.6	\$5.8	\$36.1
Constant 2022 dollars						
Environmental/Design/Engineering	\$1.0	\$0.2	-	-	-	\$1.1
ROW Acquisition	-	\$0.2	-	-	-	\$0.2
Construction	-	\$5.2	\$9.9	\$9.4	\$4.5	\$29.0
Total	\$1.0	\$5.6	\$9.9	\$9.4	\$4.5	\$30.3

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) ¹	Annual Service Frequency
State-Supported Intercity	San Joaquins	1,412,394	9.42%	4,380
Freight	BNSF Railways	-	-	8,030

Notes: ² 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.¹ 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.² 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.³ 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
Current Service Delay Metrics	
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

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

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

³ 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
Future Service Delay Metrics – San Joaquin Service Passengers	
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
Future Service Delay Metrics – Passenger and Freight Train Service	
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
Reduction in Passenger-Hours of Travel Time	37,300	41,600	45,100
Reduction in Passenger-Hours of Wait Time	21,600	24,100	26,100

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 (Undiscounted)	Monetized Value (Discounted)
Total Travel Time Savings Benefit	\$39,518,000	\$24,008,000

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).⁴ 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
Total		1	0.202

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

⁴ 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 (Undiscounted)	Monetized Value (Discounted)
Total Avoided Injuries and Fatalities Benefits	\$407,000	\$250,000

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.^{5,6} 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 (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 (Undiscounted)	Monetized Value (Discounted)
Amtrak Labor Cost Savings	\$1,120,000	\$550,000

⁵ Bureau of Labor Statistics, *Occupational Employment and Wage Statistics - California*, May 2023, https://www.bls.gov/oes/current/oes_ca.htm#53-0000.

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

Benefit	Monetized Value (Undiscounted)	Monetized Value (Discounted)
Freight Operator Labor Cost Savings	\$4,028,000	\$1,978,000
Total Rail Operator Labor Cost Savings	\$5,148,000	\$3,159,000

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 in Train-Hours	Annual Train Emissions Costs	Annual Train 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
Total		\$791,000	\$366,000

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 (Undiscounted)	Monetized Value (Discounted)
Train Operating Cost Savings	\$7,330,000	\$4,498,000
Train Emissions Reduction	\$15,822,000	\$9,786,000
Total Train Operating Cost and Emissions Benefits	\$23,152,000	\$14,284,000

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
Modesto Station	76,400	92,200	\$19,900	\$24,000
Turlock-Denair Station	20,300	24,600	\$5,300	\$6,400
Total Project Area	96,700	116,800	\$25,100	\$30,400

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)
Total Passenger Facility Amenity Benefits	\$554,000	\$336,000

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 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)
Residual Value	\$8,181,000	\$3,699,000

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 (Undiscounted)	Monetized Value (Discounted)
Total Benefits	\$74,057,000	\$43,956,000
<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 & Maintenance Costs</i>	(\$2,902,000)	(\$1,781,000)
Total Capital Costs	\$30,333,000	\$26,567,000
Net Present Value	\$43,725,000	\$17,389,000
Benefit-Cost Ratio	2.44	1.65
Internal Rate of Return	7.7%	

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.¹

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

¹ 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 BEA². 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

² 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 guidance³. 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_{2.5})
- Nitrogen Oxides (NO_x)
- Sulfur Dioxide (SO₂)
- 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 Study⁴, 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

³ USDOT, Revised Departmental Guidance on Valuation of a Statistical Life in Economic Analysis, 2022

⁴ 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 Deflator⁵ 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	73,861,420.55	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

⁵ 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
Total On/Offs	948,800
Total Ridership	474,400
Through Trips via Capitol Corridor/ Pacific Surfliner	142,400
Total Ridership including Through Trips	616,800

*[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
Total On/Offs	948,800		660,000
Total Ridership	474,400		330,000

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%
Total	1,540,900	100%
Ridership on existing segment of project scope	330,000	21.42%

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
TOTAL			\$8,243,704

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
TOTAL	164,874,073.59		164,874,073.59

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_x, SO₂, and PM_{2.5} 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 (in miles)	Project related Ridership	annual reduction on existing 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
TOTAL	42,700,000		22,845,331

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 Costs (\$)	Build Emission Costs (\$)	Emission Reduction (\$)
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
TOTAL	6,853,599.22		6,853,599.22

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
Total	\$164,874,074	\$6,853,599	\$171,727,673	\$67,126,237	\$111,845,736	\$97,830,360

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
Total	\$73,861,421	\$58,409,748	\$66,628,690	\$64,432,818

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
Net Present Value	\$8,716,489	\$45,217,046	\$33,397,541
Benefit Cost Ratio	1.15	1.68	1.52

Table 12 - Result of BCA

State Route 99 Managed Lanes (Kern to Madera)

District: **D06**

PROJECT: **SR 99 ML/Pixley to Tulare Six-Lane**

EA:

PPNO:

3

INVESTMENT ANALYSIS SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$149.5
Life-Cycle Benefits (mil. \$)	\$323.2
Net Present Value (mil. \$)	\$173.7

Benefit / Cost Ratio: 2.2

Rate of Return on Investment: 12.0%

Payback Period: 9 years

ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	\$59.3	\$21.9	\$81.2	\$4.1
Travel Time Reliability Benefits	\$58.3	\$193.9	\$252.2	\$12.6
Veh. Op. Cost Savings	-\$9.6	-\$12.3	-\$21.9	-\$1.1
Accident Cost Savings	\$12.8	\$4.5	\$17.3	\$0.9
Emission Cost Savings	-\$2.1	-\$3.5	-\$5.6	-\$0.3
TOTAL BENEFITS	\$118.7	\$204.5	\$323.2	\$16.2

Person-Hours of Time Saved 7,625,855 381,293

Should benefit-cost results include:

- 1) Induced Travel? (y/n)
Default = Y
- 2) Travel Time Reliability? (y/n)
Default = Y
- 3) Vehicle Operating Costs? (y/n)
Default = Y
- 4) Accident Costs? (y/n)
Default = Y
- 5) Vehicle Emissions? (y/n)
includes value for CO₂e
Default = Y

	Tons		Value (mil. \$)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
EMISSIONS REDUCTION				
CO Emissions Saved	118	6	\$0.0	\$0.0
CO ₂ Emissions Saved	-135,892	-6,795	-\$4.9	-\$0.2
NO _x Emissions Saved	-54	-3	-\$0.5	-\$0.0
PM ₁₀ Emissions Saved	-2	0	-\$0.2	-\$0.0
PM _{2.5} Emissions Saved	-2	0		
SO _x Emissions Saved	-1	0	-\$0.0	-\$0.0
VOC Emissions Saved	-1	0	-\$0.0	-\$0.0

Measure	Indicator/Measure	Unit	Build	No Build	Change
Congestion Reduction	Change in Daily Vehicle Hours of Delay	Hours	1,642.75	3,558.26	-1915.51
	Change in Daily Truck Hours of Delay	Hours	0	341.4727354	-341.4727354
	Change in Daily Vehicle Miles Traveled	Miles	456,067,505.95	456,067,511.90	(5.95)
	Person Hours or Travel Time Saved	Hours			(2,155,955.45)
	Peak Period Travel Time Reliability Index	Index	1.22	1.38	(0.16)
	Level of Transit Delay	Minutes	-	-	-
	Truck Travel Time Reliability Index	Index	1.00	1.13	(0.13)
Throughput (Freight)	Change in Truck Volume	# of Trucks	9,964,500	9,964,501	-1
	Change in Rail Volume	Number	-	-	0
Velocity (Freight)	Travel Time or Total Cargo Transport Time	Number	26,294,188,083.87	23,815,526,175.14	2,478,661,908.73
Air Quality & GHG (only 'Change' required)	Particulate Matter	PM 2.5 Tons			(2.32)
	Particulate Matter	PM 10 Tons			(2.42)
	Carbon Dioxide (CO2)	Tons			(135,892.15)
	Volatile Organic Compounds (VOC)	Tons			(1.42)
	Sulfur Dioxides (SOx)	Tons			(1.33)
	Carbon Monoxide (CO)	Tons			118.14
	Nitrogen Oxides (NOx)	Tons			(53.68)
Safety	Number of Fatalities	Number	0.72562	0.73	-0.00438
	Fatalities per 100 Million VMT	Number	0.159104	0.160064	-0.000960
	Number of Serious Injuries	Number	43.7124	43.8	-0.0876
	Number of Serious Injuries per 100 Million VMT	Number	9.58	9.60	-0.02
Economic Development	Jobs Created (only 'Build Required')	Number	1,945	-	1,945
Const Effectiveness (only 'Change' Required)	Cost Benefit Ratio	Ratio	2.2		2.2
Truck & Vehicle Volume (Freight)	Existing Average Annual Vehicle Volume on Project Segment	Number	22,995,000	22,995,000	0
	Existing Average Annual Truck Percent on Project Segment	Percent	26%	26%	0
	Estimated Year 20 Average Annual Vehicle on Project Segment with Project	Number	38,325,001	38,325,001	-1
	Estimated Year 20 Average Annual Truck Percent on Project Segment with Project	Percent	100%	26%	1