

## MEMORANDUM

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 26-27, 2025

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.1a.(3), Action Item

Prepared By: James R. Anderson, Chief  
Division of Financial Programming

Subject: **STIP AMENDMENT 24S-03 (ACTION)**  
**PPNO 3546 – CALAVERAS COUNTY**  
**PPNO 0294E – CONTRA COSTA COUNTY**  
**PPNO 0299A – CONTRA COSTA COUNTY**  
**PPNO 0521L – CONTRA COSTA COUNTY**  
**PPNO 2025H – CONTRA COSTA COUNTY**  
**PPNO 1483B – NAPA COUNTY**  
**PPNO 0658M – SAN MATEO COUNTY**  
**PPNO 2091L – SANTA CLARA COUNTY**  
**PPNO 6288 – FRESNO COUNTY**  
**PPNO 0356 – SAN DIEGO COUNTY**

### **ACTION UPDATE:**

- *Update Amendment Box: Changing Construction Year to 2028-29 for the SR 4 Operational Improvements – Phase 1 Project (PPNO 0299A).*
- *Update Amendment Box: Changing the implementing agency for the CON phase from the Department to the City of Napa, also Right of Way Support and Construction Support were moved to Right of Way Capital and Construction Capital for the Silverado Trail Five-Way Intersection Improvements project (PPNO 1483B).*
- *Update Amendment Box: SR 94/125 Auxiliary Lanes (PPNO 0356) updating the LPP-F funds from \$2,978,000 to \$3,000,000 in Right of Way and \$43,000 to \$147,000 in Right of Way Support.*

### **ISSUE:**

Should the California Transportation Commission (Commission) approve State Transportation Improvement Program (STIP) Amendment 24S-03?

**RECOMMENDATION:**

The California Department of Transportation (Department), Calaveras County, the Metropolitan Transportation Commission (MTC), Fresno County, and the San Diego Association of Governments (SANDAG) requests that the Commission approve STIP Amendment 24S-03. This item was noticed at the Commission's May 2025 meeting.

The Department, Calaveras County, MTC, Fresno County, and SANDAG propose to amend the 2024 STIP to address the programming proposal changes shown in the background section.

**BACKGROUND:**

The SR 4 Wagon Trail Realignment (Eastern Segment) project (PPNO 3546) is currently programmed in the 2024 STIP with \$1.042 million in Regional Improvement Program (RIP) funds for the Construction (CON) phase in Fiscal Year 2027-28. The Calaveras Council of Governments is requesting an amendment to the 2024 STIP to reprogram the \$1.042 million from CON programmed from 2027-28 to the Right of Way (RW) phase in 2025-26. The project has also received Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) funding for the RW phase in 2024-25. This project received an allocation time extension for the TCEP funds through June 30, 2026 at the May 2025 Commission meeting, and proposes to use STIP funds as the match source. This amendment is necessary to align the STIP funding schedule with the updated TCEP timeline.

The Treat Boulevard Corridor Improvements project (PPNO 0294E) is currently programmed in the 2024 STIP with \$1,600,000 in RIP funds for the CON phase in 2025-26. However, due to significant delays encountered during the engineering review, the project team requires additional time to complete more technical studies as a part of the National Environmental Policy Act clearance process. Additional time is also needed to follow the Project Delivery Quality Management Assessment Process, which involves extensive review and increased coordination. In order to utilize these STIP funds in a timely manner, Contra Costa County Transportation Authority (CCTA) requests to reprogram these funds from 2025-26 to 2026-27.

The SR 4 Operational Improvements – Phase 1 project (PPNO 0299A) is currently programmed in the 2024 STIP with \$7,500,000 in RIP funds for the Plans, Specifications, and Estimate (PS&E) phase in 2025-26. However, additional time is needed to comply with SB 743, which requires agencies to evaluate a project's environmental impacts using Vehicle Miles Traveled under the California Environmental Quality Act (CEQA). This process necessitates increased coordination. In order to utilize these STIP funds in a timely manner, CCTA requests to reprogram these funds from 2025-26 to 2026-27.

The Innovate 680 Coordinated Adaptive Ramp Metering (CARM) project (PPNO 0521L) is currently programmed in the 2024 STIP with \$3,200,000 in RIP funds for the CON Support phase and \$21,800,000 in RIP funds for the CON phase in 2025-26. However, as result of

pre-construction phases, and to streamline the project delivery process in the CON phase, CCTA requests that the \$3,200,000 in CON Support funds be reprogrammed to the CON phase in 2025-26. CCTA also requests updating the project sponsor from the Department to CCTA, augmenting the project scope to extend the project limits, and requesting state-only funds for \$15,000,000 for the future CON phase allocation.

The I-80/Central Avenue – Phase 2 (Local Road Realignment) project (PPNO 2025H) is currently programmed in the 2024 STIP with \$1,873,000 in RIP funds for the CON phase in 2025-26. However, due to additional time needed for Pacific Gas & Electric Company (PG&E) utility undergrounding work and ongoing negotiations related to condemnation proceedings, construction cannot begin as scheduled. Therefore, CCTA requests a 1-year delay to coordinate with PG&E before entering the CON phase, with reprogramming the phase from 2025-26 to 2026-27.

The Silverado Trail Five-Way Intersection Improvements project (PPNO 1483B) is currently programmed in the 2024 STIP with \$1,153,000 in RIP funds for the RW Capital phase in 2025-26. However, additional time is needed to account for delays during the environmental phase. Specifically, due to the project's impacts on the Napa Historic District, which now requires a more in-depth Environmental Impact Report/Environmental Assessment, the Napa Valley Transportation Authority (NVRTA) requests a 1-year delay to work with the Department and project partners to complete the environmental phase before beginning the RW phase. NVRTA requests reprogramming the phase from 2025-26 to 2026-27.

The US 101 Managed Lanes Project, North of Interstate 380 (I-380 to SM/SF County Line) project (PPNO 0658M) is currently programmed in the 2024 STIP with \$1,700,000 in RIP funds for the RW Capital phase in 2025-26. However, additional time is needed to account for environmental document review delays during the environmental phase. The City/County Association of Governments of San Mateo County (C/CAG) requests a 2-year delay to work with the Department and project stakeholders to complete the environmental phase before beginning the RW phase. C/CAG requests reprogramming the phase from 2025-26 to 2027-28.

The Central Bikeway project (PPNO 2091L) is currently programmed in the 2024 STIP with \$8,500,000 in RIP funds for the Project Approval and Environmental Document (PA&ED) phase in 2024-25, and \$22,238,000 in RIP funds for the PS&E phase in 2027-28. However, costs have increased in the PA&ED phase due to two main reasons. First, the cost estimates used for programming were generated in early 2023 and have since been impacted by a high level of inflation. Second, Santa Clara Valley Transportation Authority (VTA) needs to increase the level of design and public outreach. As a result, Santa Clara VTA is advancing some of the engineering work originally planned for the PS&E phase into the PA&ED phase to reduce the risk of scope changes during the PS&E phase. Santa Clara VTA requests to deprogram \$5,500,000 from the PS&E phase from 2027-28. This adjustment will allow the environmental work to proceed without delay while keeping the PS&E phase fully funded. As a result, Santa

Clara VTA requests deprogramming to accommodate for the environmental phase allocation in June 2025.

The South Fresno SR 99 Corridor Project: North Avenue Interchange (PPNO 6288) is currently programmed in the 2024 STIP with \$42,346,000 in RIP funds for the CON phase in 2025-26. The project will construct an interchange on SR 99 at North Avenue. However, an ongoing CEQA-related lawsuit has created significant uncertainty. Although the Department initially prevailed, the appellate court remanded the case, delaying resolution and key pre-construction activities such as coordination with the Railroad and PG&E for RW Certification. Due to these delays, the Department recommends reprogramming the CON phase funds from 2025-26 to 2027-28 to allow time for legal resolution and completion of critical coordination efforts.

The SR 94/125 Auxiliary Lanes project (PPNO 0356) is currently programmed in the 2024 STIP with \$85,000,000 in RIP funds for the CON phase in 2026-27. Initially, the project intended to build auxiliary lanes on SR 94 and SR 125 in addition to a connector. However, high contaminated groundwater levels were encountered at the planned connector's location, which would require continuous dewatering and treatment before discharging. Therefore, a project change request was processed in March 2025 to down-scope the project by removing the Connector work, which will now be delivered under PPNO 1541, and moving forward with the auxiliary lanes project scope. As a result, the SR 94/125 Auxiliary Lanes project will be ready to start construction earlier, and the Department recommends reprogramming the funds from the CON phase from 2026-27 to 2025-26.

The proposed funding plan for these projects is shown on the following tables:

**REVISE: SR 4 Wagon Trail Realignment Project (Eastern Segment) (PPNO 3546)**

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Calaveras County	10	3546	1Q290	CO	2027-28	16.300	18.769	4					
<b>Implementing Agency: (by component)</b>	<b>PA&amp;ED</b>	Calaveras County				<b>PS&amp;E</b>	Calaveras County						
	<b>R/W</b>	Calaveras County				<b>CON</b>	Calaveras County						
<b>RTPA/CTC:</b>	Calaveras County												
<b>Project Title:</b>	SR 4 Wagon Trail Realignment Project (Eastern Segment)												
<b>Location:</b>	The project is located on State Route 4 between the town of Copperopolis and the City of Angels Camp in Calaveras County.												
<b>Description:</b>	The Eastern Segment of the SR 4 Wagon Trail Realignment Project consists of constructing SR 4 on a new alignment between Stallion Way and approximately 1.6 miles west of the State Route 4/49 Junction near Stockton Road.												
<b>(DOLLARS IN THOUSANDS)</b>													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	24/25	25/26	26/27	27/28	28/29+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
<b>RIP</b>													
Existing	5,542	4,500	0	0	0	1,042	0	0	1,042	0	4,500	0	0
Change	0	0	0	1,042	0	(1,042)	0	1,042	(1,042)	0	0	0	0
Proposed	5,542	4,500	0	1,042	0	0	0	1,042	0	0	4,500	0	0
<b>State SB1 TCEP</b>													
Existing	5,250	0	5,250	0	0	0	0	5,250	0	0	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	5,250	0	5,250	0	0	0	0	5,250	0	0	0	0	0
<b>Local Funds</b>													
Existing	2,250	0	2,250	0	0	0	0	2,250	0	0	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	2,250	0	2,250	0	0	0	0	2,250	0	0	0	0	0
<b>Other Fed</b>													
Existing	42,958	0	0	0	0	42,958	0	0	42,958	0	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	42,958	0	0	0	0	42,958	0	0	42,958	0	0	0	0
<b>Total</b>													
Existing	56,000	4,500	7,500	0	0	44,000	0	7,500	44,000	0	4,500	0	0
Change	0	0	0	1,042	0	(1,042)	0	1,042	(1,042)	0	0	0	0
Proposed	56,000	4,500	7,500	1,042	0	42,958	0	8,542	42,958	0	4,500	0	0

**REVISE: Treat Boulevard Corridor Improvements project (PPNO 0294E)**

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Contra Costa County	04	0294E		LA	2026-27								
<b>Implementing Agency: (by component)</b>	<b>PA&amp;ED</b>	Contra Costa County				<b>PS&amp;E</b>	Contra Costa County						
	<b>R/W</b>	Contra Costa County				<b>CON</b>	Contra Costa County						
<b>RTPA/CTC:</b>	Metropolitan Transportation Commission												
<b>Project Title:</b>	Treat Boulevard Corridor Improvements												
<b>Location:</b>	In unincorporated Walnut Creek and portion of the City of Walnut Creek, on Treat Boulevard, from North Main Street to Jones Road.												
<b>Description:</b>	Construct Class IV protected bicycle lanes and pedestrian enhancements along the Treat Boulevard Corridor, including separated bikeways, a new shared use path, enhancing existing refuge islands and crosswalks, closing free right-turn lanes, and improving traffic signal hardware and timing.												
<b>(DOLLARS IN THOUSANDS)</b>													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	24/25	25/26	26/27	27/28	28/29+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
<b>RIP</b>													
Existing	1,600	0	0	1,600	0	0	0	0	1,600	0	0	0	0
Change	0	0	0	(1,600)	1,600	0	0	0	0	0	0	0	0
Proposed	1,600	0	0	0	1,600	0	0	0	1,600	0	0	0	0
<b>Local Funds</b>													
Existing	1,019	419	0	600	0	0	0	0	600	194	225	0	0
Change	3,464	(103)	1,201	(600)	2,966	0	0	100	2,366	122	876	0	0
Proposed	4,483	316	1,201	0	2,966	0	0	100	2,966	316	1,101	0	0
<b>Total</b>													
Existing	2,619	419	0	2,200	0	0	0	0	2,200	194	225	0	0
Change	3,464	(103)	1,201	(2,200)	4,566	0	0	100	2,366	122	876	0	0
Proposed	6,083	316	1,201	0	4,566	0	0	100	4,566	316	1,101	0	0

**REVISE: SR 4 Operational Improvements – Phase 1 project (PPNO 0299A)**

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Contra Costa County	04	0299A	1J031	CO	<del>2026-27</del> 2028-29	15.500	18.500	4					
Implementing Agency: (by component)	PA&ED	Contra Costa Transportation Authority (CCTA)			PS&E	Contra Costa Transportation Authority (CCTA)							
	R/W	Contra Costa Transportation Authority (CCTA)			CON	Contra Costa Transportation Authority (CCTA)							
RTPA/CTC:	Metropolitan Transportation Commission												
Project Title:	SR4 Operational Improvements - Phase 1												
Location:	In the cities of Concord and Pittsburg.												
Description:	Construct various operational improvements in the eastbound direction between Port Chicago Interchange and San Marco Boulevard interchange.												
<b>(DOLLARS IN THOUSANDS)</b>													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	24/25	25/26	26/27	27/28	28/29+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
<b>RIP</b>													
Existing	7,500	0	0	7,500	0	0	0	0	0	0	7,500	0	0
Change	0	0	0	(7,500)	7,500	0	0	0	0	0	0	0	0
Proposed	7,500	0	0	0	7,500	0	0	0	0	0	7,500	0	0
<b>Local Funds</b>													
Existing	2,200	2,200	0	0	0	0	0	0	0	2,200	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	2,200	2,200	0	0	0	0	0	0	0	2,200	0	0	0
<b>Future Need</b>													
Existing	61,800	0	0	0	61,800	0	0	225	61,575	0	0	0	0
Change	0	0	0	0	(61,800)	225	61,575	0	0	0	0	0	0
Proposed	61,800	0	0	0	0	225	61,575	225	61,575	0	0	0	0
<b>Total</b>													
Existing	71,500	2,200	0	7,500	61,800	0	0	225	61,575	2,200	7,500	0	0
Change	0	0	0	(7,500)	(54,300)	225	61,575	0	0	0	0	0	0
Proposed	71,500	2,200	0	0	7,500	225	61,575	225	61,575	2,200	7,500	0	0

**REVISE: Innovate 680 Coordinated Adaptive Ramp Metering (CARM) Project (PPNO 0521L)**

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Contra Costa	04	0521L	0Q960	CO	2025-26	0.000	19.800	680					
Implementing Agency: (by component)	PA&ED	Contra Costa Transportation Authority (CCTA)				PS&E	Contra Costa Transportation Authority (CCTA)						
	R/W	Contra Costa Transportation Authority (CCTA)				CON	Contra Costa Transportation Authority (CCTA)						
RTPA/CTC:	Metropolitan Transportation Commission												
Project Title:	Innovate 680 Coordinated Adaptive Ramp Metering (CARM) Project												
Location:	In Contra Costa County, on I-680 from south of the Alcosta Blvd Interchange to north of the Willow Pass Rd Interchange.												
Description:	Construct ramp modification & metering in the northbound direction at selected interchanges, and ITS and traffic detection improvements in the median and northbound lanes.												
<b>(DOLLARS IN THOUSANDS)</b>													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	24/25	25/26	26/27	27/28	28/29+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
<b>RIP</b>													
Existing	25,000	0	0	25,000	0	0	0	0	21,800	0	0	0	3,200
Change	0	0	0	0	0	0	0	0	3,200	0	0	0	(3,200)
Proposed	25,000	0	0	25,000	0	0	0	0	25,000	0	0	0	0
<b>Other State</b>													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	9,970	0	0	9,970	0	0	0	0	9,970	0	0	0	0
Proposed	9,970	0	0	9,970	0	0	0	0	9,970	0	0	0	0
<b>Local Funds - Locally Generated Funds</b>													
Existing	5,721	2,450	0	3,271	0	0	0	0	3,271	0	2,450	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	5,721	2,450	0	3,271	0	0	0	0	3,271	0	2,450	0	0
<b>Local Funds - Locally Generated Funds</b>													
Existing	1,580	1,580	0	0	0	0	0	0	0	1,580	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	1,580	1,580	0	0	0	0	0	0	0	1,580	0	0	0
<b>Other Fed</b>													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	49,780	0	0	49,780	0	0	0	0	49,780	0	0	0	0
Proposed	49,780	0	0	49,780	0	0	0	0	49,780	0	0	0	0
<b>Total</b>													
Existing	32,301	4,030	0	28,271	0	0	0	0	25,071	1,580	2,450	0	3,200
Change	59,750	0	0	59,750	0	0	0	0	62,950	0	0	0	(3,200)
Proposed	92,051	4,030	0	88,021	0	0	0	0	88,021	1,580	2,450	0	0

**REVISE: I-80/Central Avenue – Phase 2 (Local Road Realignment) project (PPNO 2025H)**

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Contra Costa County	04	2025H		LA	2026-27								
Implementing Agency: (by component)	PA&ED	Richmond, City of				PS&E	Richmond, City of						
	R/W	Richmond, City of				CON	Richmond, City of						
RTPA/CTC:	Metropolitan Transportation Commission												
Project Title:	I-80/Central Avenue - Phase 2 (Local Road Realignment)												
Location:	In Richmond/El Cerrito, On Central Avenue from east of I-80 to San Mateo Street, On San Mateo Street from Central Avenue to Pierce Street, On Pierce Street from Central Avenue to San Mateo Avenue, and the extension of San Mateo Street to Pierce Street.												
Description:	Realign and reconfigure roadways.												
<b>(DOLLARS IN THOUSANDS)</b>													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	24/25	25/26	26/27	27/28	28/29+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
<b>RIP</b>													
Existing	6,373	4,500	0	1,873	0	0	0	4,500	1,873	0	0	0	0
Change	0	0	0	(1,873)	1,873	0	0	0	0	0	0	0	0
Proposed	6,373	4,500	0	0	1,873	0	0	4,500	1,873	0	0	0	0
<b>RSTP</b>													
Existing	2,800	0	0	2,800	0	0	0	0	2,800	0	0	0	0
Change	0	0	0	(2,800)	2,800	0	0	0	0	0	0	0	0
Proposed	2,800	0	0	0	2,800	0	0	0	2,800	0	0	0	0
<b>Local Funds - Locally Generated Funds</b>													
Existing	1,800	1,100	0	700	0	0	0	1,100	700	0	0	0	0
Change	0	0	0	(700)	700	0	0	0	0	0	0	0	0
Proposed	1,800	1,100	0	0	700	0	0	1,100	700	0	0	0	0
<b>Local Funds - Locally Generated Funds</b>													
Existing	2,700	2,500	0	200	0	0	0	0	200	500	2,000	0	0
Change	0	0	0	(200)	200	0	0	0	0	0	0	0	0
Proposed	2,700	2,500	0	0	200	0	0	0	200	500	2,000	0	0
<b>Total</b>													
Existing	13,673	8,100	0	5,573	0	0	0	5,600	5,573	500	2,000	0	0
Change	0	0	0	(5,573)	5,573	0	0	0	0	0	0	0	0
Proposed	13,673	8,100	0	0	5,573	0	0	5,600	5,573	500	2,000	0	0

**REVISE: Silverado Trail Five-Way Intersection Improvements project (PPNO 1483B)**

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Napa County	04	1483B	0J890	CO	2025-26	7.200	7.400	121					
Implementing Agency: (by component)	PA&ED	Napa, City of				PS&E	Napa, City of						
	R/W	Napa, City of				CON	Caltrans Napa, City of						
RTPA/CTC:	Metropolitan Transportation Commission												
Project Title:	Silverado Trail Five-Way Intersection Improvements												
Location:	In the city of Napa along SR 121 at the intersection of Silverado Trail (SR 121), East Ave., Third Street, Coombsville Rd.												
Description:	Construct a roundabout(s) improvement with better multimodal access.												
<b>(DOLLARS IN THOUSANDS)</b>													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	24/25	25/26	26/27	27/28	28/29+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
<b>RIP</b>													
Existing	1,153	0	0	1,153	0	0	0	1,153	0	0	0	0	0
Change	0	0	0	(1,153)	1,153	0	0	0	0	0	0	0	0
Proposed	1,153	0	0	0	1,153	0	0	1,153	0	0	0	0	0
<b>Other State</b>													
Existing	3,900	1,080	0	2,820	0	0	0	490	2,480	420	510	0	0
Change	0	(660)	0	(2,820)	0	3,480	0	(490)	1,000	0	(510)	0	0
Proposed	3,900	420	0	0	0	3,480	0	0	3,480	420	0	0	0
<b>RSTP</b>													
Existing	2,000	0	0	2,000	0	0	0	0	2,000	0	0	0	0
Change	0	0	0	(2,000)	2,000	0	0	2,000	(2,000)	0	0	0	0
Proposed	2,000	0	0	0	2,000	0	0	2,000	0	0	0	0	0
<b>Local Funds - Locally Generated Funds</b>													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	8,208	3,098	500	2,910	1,700	0	0	600	0	4,098	3,510	0	0
Proposed	8,208	3,098	500	2,910	1,700	0	0	600	0	4,098	3,510	0	0
<b>Local Funds - Locally Generated Funds</b>													
Existing	6,098	3,098	2,000	1,000	0	0	0	1,000	0	3,098	2,000	0	0
Change	(6,098)	(3,098)	(2,000)	(1,000)	0	0	0	(1,000)	0	(3,098)	(2,000)	0	0
Proposed	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Local Funds - Locally Generated Funds</b>													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	19,680	0	0	0	1,847	17,833	0	1,847	17,833	0	0	0	0
Proposed	19,680	0	0	0	1,847	17,833	0	1,847	17,833	0	0	0	0
<b>Total</b>													
Existing	13,151	4,178	2,000	6,973	0	0	0	2,643	4,480	3,518	2,510	0	0
Change	21,790	(660)	(1,500)	(4,063)	6,700	21,313	0	2,957	16,833	1,000	1,000	0	0
Proposed	34,941	3,518	500	2,910	6,700	21,313	0	5,600	21,313	4,518	3,510	0	0

**REVISE: US 101 Managed Lanes Project, North of Interstate 380 (I-380 to SM/SF County Line) project (PPNO 0658M)**

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
San Mateo County	04	0658M	0W150	CO	2027-28	19.200	26.100	101					
Implementing Agency: (by component)	PA&ED	San Mateo City/County Association of Governments				PS&E	San Mateo City/County Association of Governments						
	R/W	Caltrans				CON	Caltrans						
RTPA/CTC:	Metropolitan Transportation Commission												
Project Title:	US 101 Managed Lanes Project, North of Interstate 380. (I-380 to SM/SF County Line)												
Location:	In the cities of San Bruno, South San Francisco, and Brisbane.												
Description:	Construct managed lanes in the northbound and southbound directions of United States Highway 101 (US 101) from 1 mile south of the US 101/Interstate 380 (I-380) Interchange in San Mateo County to the San Mateo/San Francisco County Line.												
<b>(DOLLARS IN THOUSANDS)</b>													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	24/25	25/26	26/27	27/28	28/29+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
<b>RIP</b>													
Existing	7,177	5,477	0	1,700	0	0	0	1,700	0	0	5,477	0	0
Change	0	0	0	(1,700)	0	1,700	0	0	0	0	0	0	0
Proposed	7,177	5,477	0	0	0	1,700	0	1,700	0	0	5,477	0	0
<b>Local Funds</b>													
Existing	181,533	10,150	30,673	0	0	140,710	0	0	140,710	10,150	30,673	0	0
Change	58,300	0	(30,673)	0	0	(51,737)	140,710	58,300	0	0	0	0	0
Proposed	239,833	10,150	0	0	0	88,973	140,710	58,300	140,710	10,150	30,673	0	0
<b>Future Need</b>													
Existing	100,000	0	0	0	0	100,000	0	0	100,000	0	0	0	0
Change	28,970	0	0	0	0	(100,000)	128,970	0	28,970	0	0	0	0
Proposed	128,970	0	0	0	0	0	128,970	0	128,970	0	0	0	0
<b>Total</b>													
Existing	288,710	15,627	30,673	1,700	0	240,710	0	1,700	240,710	10,150	36,150	0	0
Change	87,270	0	(30,673)	(1,700)	0	(150,037)	269,680	58,300	28,970	0	0	0	0
Proposed	375,980	15,627	0	0	0	90,673	269,680	60,000	269,680	10,150	36,150	0	0

**REVISE: Central Bikeway project (PPNO 2091L)**

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Santa Clara County	04	2091L	3X340	CO				82					
<b>Implementing Agency: (by component)</b>	<b>PA&amp;ED</b>	Santa Clara Valley Transportation Authority				<b>PS&amp;E</b>	Santa Clara Valley Transportation Authority						
	<b>R/W</b>	Santa Clara Valley Transportation Authority				<b>CON</b>	Santa Clara Valley Transportation Authority						
<b>RTPA/CTC:</b>	Metropolitan Transportation Commission												
<b>Project Title:</b>	Central Bikeway												
<b>Location:</b>	In the cities of San Jose and Santa Clara.												
<b>Description:</b>	The Central Bikeway project will construct a Class IV physically separated bikeway. Its alignment will start at the intersection of El Camino Real (SR 82) and Lawrence Expressway, and run along El Camino Real, The Alameda, Hedding Street, North 10th Street/North 11th Street couplet, Taylor Street, and Mabury Road.												
<b>(DOLLARS IN THOUSANDS)</b>													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	24/25	25/26	26/27	27/28	28/29+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
<b>RIP</b>													
Existing	30,738	0	8,500	0	0	22,238	0	0	0	8,500	22,238	0	0
Change	(5,500)	0	0	0	0	(5,500)	0	0	0	0	(5,500)	0	0
Proposed	25,238	0	8,500	0	0	16,738	0	0	0	8,500	16,738	0	0
<b>Total</b>													
Existing	30,738	0	8,500	0	0	22,238	0	0	0	8,500	22,238	0	0
Change	(5,500)	0	0	0	0	(5,500)	0	0	0	0	(5,500)	0	0
Proposed	25,238	0	8,500	0	0	16,738	0	0	0	8,500	16,738	0	0

**REVISE: South Fresno SR 99 Corridor Project: North Avenue Interchange project (PPNO 6288)**

County	District	PPNO	EA	Element	Const. Year	PMBack	PM Ahead	Route/Corridor					
Fresno County	06	6288	0H240	CO	2027-28	15,800	17,600	99					
Implementing Agency: (by component)	PA&ED	Caltrans				PS&E	Caltrans						
	R/W	Caltrans				CON	Caltrans						
RTPA/CTC:	Council of Fresno County Governments												
Project Title:	South Fresno SR 99 Corridor Project: North Avenue Interchange												
Location:	In Fresno County, in Fresno, from Central Avenue Overcrossing to 0.4 mile north of North Avenue.												
Description:	Modify interchange.												
<b>(DOLLARS IN THOUSANDS)</b>													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	24/25	25/26	26/27	27/28	28/29+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
<b>RIP</b>													
Existing	45,346	3,000	0	42,346	0	0	0	0	33,446	3,000	0	0	8,900
Change	0	0	0	(42,346)	0	42,346	0	0	0	0	0	0	0
Proposed	45,346	3,000	0	0	0	42,346	0	0	33,446	3,000	0	0	8,900
<b>Local Funds - Locally Generated Funds</b>													
Existing	31,800	16,100	0	15,700	0	0	0	8,100	15,700	0	5,800	2,200	0
Change	0	0	0	(15,700)	0	15,700	0	0	0	0	0	0	0
Proposed	31,800	16,100	0	0	0	15,700	0	8,100	15,700	0	5,800	2,200	0
<b>Local Funds - Locally Generated Funds</b>													
Existing	35,154	700	0	34,454	0	0	0	0	34,454	0	300	400	0
Change	0	0	0	(34,454)	0	34,454	0	0	0	0	0	0	0
Proposed	35,154	700	0	0	0	34,454	0	0	34,454	0	300	400	0
<b>Total</b>													
Existing	112,300	19,800	0	92,500	0	0	0	8,100	83,600	3,000	6,100	2,600	8,900
Change	0	0	0	(92,500)	0	92,500	0	0	0	0	0	0	0
Proposed	112,300	19,800	0	0	0	92,500	0	8,100	83,600	3,000	6,100	2,600	8,900

**REVISE: SR 94/125 Auxiliary Lanes project (PPNO 0356)**

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
San Diego County	11	0356	14665	CO	2025-26	13.200	R14.900	125					
<b>Implementing Agency: (by component)</b>	<b>PA&amp;ED</b>	Caltrans				<b>PS&amp;E</b>	Caltrans						
	<b>R/W</b>	Caltrans				<b>CON</b>	Caltrans						
<b>RTPA/CTC:</b>	San Diego Association of Governments												
<b>Project Title:</b>	SR 94/125 Auxiliary Lanes												
<b>Location:</b>	In San Diego County in and near La Mesa on State Route 94 from Spring Street undercrossing to 0.1 mile east of Kenwood Drive undercrossing and on State Route 125 from 0.2 mile south of Spring Street undercrossing to 0.2 mile north of Lemon Avenue undercrossing.												
<b>Description:</b>	Construct NB SR-125, SB SR-125, and EB SR-94 auxiliary lanes.												
<b>(DOLLARS IN THOUSANDS)</b>													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	24/25	25/26	26/27	27/28	28/29+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
<b>RIP</b>													
Existing	98,948	13,948	0	0	85,000	0	0	0	71,000	0	13,948	0	14,000
Change	0	0	0	85,000	(85,000)	0	0	0	0	0	0	0	0
Proposed	98,948	13,948	0	85,000	0	0	0	0	71,000	0	13,948	0	14,000
<b>TCRP (Committed)</b>													
Existing	6,352	6,352	0	0	0	0	0	1,352	0	5,000	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	6,352	6,352	0	0	0	0	0	1,352	0	5,000	0	0	0
<b>State SB1 LPP</b>													
Existing	4,000	4,000	0	0	0	0	0	3,000	0	0	0	1,000	0
Change	(3,147)	(3,147)	0	0	0	0	0	(3,000)	0	0	0	(147)	0
Proposed	853	853	0	0	0	0	0	0	0	0	0	853	0
<b>RSTP</b>													
Existing	6,000	6,000	0	0	0	0	0	3,587	0	0	1,673	740	0
Change	0	0	0	0	0	0	0	(2,000)	0	0	1,700	300	0
Proposed	6,000	6,000	0	0	0	0	0	1,587	0	0	3,373	1,040	0
<b>Local Funds - Locally Generated Funds</b>													
Existing	26	26	0	0	0	0	0	26	0	0	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	26	26	0	0	0	0	0	26	0	0	0	0	0
<b>Local Funds - Locally Generated Funds</b>													
Existing	2,136	2,136	0	0	0	0	0	1,101	0	275	0	760	0
Change	(320)	(320)	0	0	0	0	0	(35)	0	0	0	(285)	0
Proposed	1,816	1,816	0	0	0	0	0	1,066	0	275	0	475	0
<b>Local Funds - Locally Generated Funds</b>													
Existing	1,778	1,778	0	0	0	0	0	0	0	1,528	250	0	0
Change	(250)	(250)	0	0	0	0	0	0	0	0	(250)	0	0
Proposed	1,528	1,528	0	0	0	0	0	0	0	1,528	0	0	0
<b>Total</b>													
Existing	119,240	34,240	0	0	85,000	0	0	9,066	71,000	6,803	15,871	2,500	14,000
Change	(3,717)	(3,717)	0	85,000	(85,000)	0	0	(5,035)	0	0	1,450	(132)	0
Proposed	115,523	30,523	0	85,000	0	0	0	4,031	71,000	6,803	17,321	2,368	14,000

**FINANCIAL RESOLUTION:**

Be it Resolved, that the Commission does hereby amend the 2024 STIP to reprogram the \$1.042 million RIP funds from CON programmed from 2027-28 to RW in 2025-26 for the SR 4 Wagon Trail Realignment (Eastern Segment) project (PPNO 3546); to reprogram \$1,600,000 in RIP funds for the CON phase from 2025-26 to 2026-27 for the Treat Boulevard Corridor Improvements project (PPNO 0294E); to reprogram \$7,500,000 in RIP funds for the PS&E phase from 2025-26 to 2026-27 for the SR 4 Operational Improvements – Phase 1 project (PPNO 0299A); to reprogram the \$3,200,000 in CON Support funds to the CON phase in 2025-26 and augment the project scope to extend the project limits, and request state-only funds for \$15,000,000 for the future CON phase allocation for the Innovate 680 Coordinated Adaptive Ramp Metering (CARM) project (PPNO 0521L); to reprogram \$1,873,000 in RIP funds for the CON phase from 2025-26 to 2026-27 for the I-80/Central Avenue – Phase 2 (Local Road Realignment) project (PPNO 2025H); to reprogram \$1,153,000 in RIP funds for the RW Capital phase from 2025-26 to 2026-27 for the Silverado Trail Five-Way Intersection Improvements project (PPNO 1483B); to reprogram \$1,700,000 in RIP funds for the RW Capital phase from 2025-26 to 2027-28 for the US 101 Managed Lanes Project, North of Interstate 380 (I-380 to SM/SF County Line) project (PPNO 0658M); to deprogram \$5,500,000 from the PS&E phase from 2027-28 to accommodate for the environmental phase allocation in June 2025 for the Central Bikeway project (PPNO 2091L); to reprogram \$42,346,000 in RIP funds for the CON phase from 2025-26 to 2027-28 to allow time for legal resolution and completion of critical coordination efforts for the South Fresno SR 99 Corridor Project: North Avenue Interchange (PPNO 6288); to reprogram \$85,000,000 in RIP funds for the CON phase from 2026-27 to 2025-26 for the SR 94/125 Auxiliary Lanes project (PPNO 0356), in various counties.