

# Draft 2018 Interregional Transportation Improvement Program (ITIP)



California Department of Transportation  
DIVISION OF TRANSPORTATION PROGRAMMING | OCTOBER 13, 2017



Edmund G. Brown Jr.

*Governor, State of California*

Brian P. Kelly

*Secretary, California State Transportation Agency*

Malcolm X. Dougherty

*Director, California Department of Transportation*

# Table of Contents

<b>EXECUTIVE SUMMARY</b> .....	<b>III</b>
2018 ITIP Proposal .....	iii
<b>INTRODUCTION</b> .....	<b>1</b>
<b>PURPOSE OF THE ITIP</b> .....	<b>3</b>
Statutory Requirements*.....	3
Commission Adopted 2018 STIP Fund Estimate .....	4
Commission Adopted 2018 STIP Guidelines .....	4
Changes to Funding Landscape as a Result of Road Repair and Accountability Act of 2017 .....	5
Interregional Transportation Strategic Plan.....	6
Strategic Interregional Corridors .....	9
Criteria for Measuring Performance and Cost-Effectiveness.....	9
<b>2018 ITIP PROPOSAL</b> .....	<b>11</b>
Interregional STIP Share Advance Proposal in the 2018 ITIP.....	12
2020 STIP Cycle Expectations.....	12
<b>PROJECT PROFILES</b> .....	<b>17</b>
<b>FUTURE ITIP PROGRAMMING CONSIDERATIONS</b> .....	<b>33</b>
1996 STIP Projects – Updated Delivery Status Budgets .....	34
<b>APPENDIX A – PROJECT PROGRAMMING REQUESTS</b> .....	<b>37</b>
<b>APPENDIX B – ITIP PUBLIC COMMENTS</b> .....	<b>195</b>

\* Senate Bill 486 (DeSaulnier, 2014) requires that 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 in regard to the interregional program; one in Northern California and one in Southern California, no later than November 15 of that same year. For the 2018 ITIP, the Commission will hold the north hearing in the City of Modesto on October 19, 2017. The south hearing will be held in the City of Los Angeles on October 24, 2017. Both hearings will be webcast and recorded for those who are unable to attend the hearings in person. Caltrans will also provide the opportunity for public comments to be submitted through [CTCliaison@dot.ca.gov](mailto:CTCliaison@dot.ca.gov) by the close-of-business on November 13, 2017. Summaries of comments received and Caltrans’ responses will be included in the final document.

More information on the ITIP can be found on the Office of Capital Improvement Programming’s website: <http://www.dot.ca.gov/hq/transprog/ocip.htm>

## TABLE OF FIGURES

Figure 1: New ITIP Shares Per STIP Cycle .....	6
Figure 2: Strategic Interregional Corridors.....	8
Figure 3: New ITIP Highway Projects and Associated Strategic Interregional Corridors .....	18
Figure 4: 2018 ITIP Highway Projects and Associated Strategic Interregional Corridors .....	19
Figure 5: New 2018 ITIP Intercity Passenger Rail Projects .....	20

## TABLE OF TABLES

Table 1: Adopted STIP Guidelines and Interregional Transportation Strategic Plan Objectives.....	9
Table 2: Carryover 2016 STIP Highway Projects with Carryover Funding Shown.....	14
Table 3: Highway Projects with a Cost Increase.....	14
Table 4: Restored Projects or Project Components .....	15
Table 5: Combining Tagus South and Tagus North Projects .....	15
Table 6: New Projects or Project Components .....	15
Table 7: Carryover 2016 Rail Projects .....	16
Table 8: Rail Projects with a Cost Increase.....	16
Table 9: Project Deletion and New Rail Projects.....	16
Table 10: Advance Project Development Element (APDE) - New Projects.....	16
Table 11: 2018 ITIP Projects and Associated Strategic Interregional Corridor .....	17
Table 12: 1996 Grandfathered STIP Project List .....	36

## Executive Summary

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods across the State of California on highway and passenger rail corridors of strategic importance. These strategic corridors provide the transportation network that connects the state's major regions to one another and connects the rural regions to the large urban areas. The corridors also provide connectivity to neighboring states and the international border with Mexico. The ITIP is a program of projects funded through the State Transportation Improvement Program (STIP) that obtains funding primarily through the per-gallon State tax on gasoline.

### 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 is prepared by the California Department of Transportation (Caltrans) and is submitted to the California Transportation Commission (Commission) for approval.

The ITIP is one of many state funding programs that collectively invest in the development, maintenance, and operations of the State Highway System and other components of the state's larger transportation network. These programs cover a wide breadth of areas including high-speed rail, intercity passenger rail, commuter and urban rail, bus transit, waterborne ferry, active transportation, highways, local streets and roads, and general aviation airports. Additionally, through programs at the California Air Resources Board, the State funds and regulates vehicles and fuels in the transportation sector to reduce greenhouse gas emissions and other tailpipe pollutants. These programs help the State achieve its goals from the transportation sector which include supporting a growing economy, improving the livability of our communities, achieving greenhouse gas reduction targets and other environmental and economic goals.

## 2018 ITIP Proposal

In May 2016, the Commission reluctantly adopted a five-year state transportation funding plan that cut \$754 million in project funding and delayed another \$755 million in highway, rail, transit, bicycle and pedestrian project spending due to reduced revenue from the State's tax on gasoline. The cuts and delays to projects were reflected in the 2016 State Transportation Improvement Program (STIP).

Due to the dramatic reduction of STIP funding, many projects and project components were deleted or delayed in the 2016 ITIP. At the time that the projects were deleted from the Program, Caltrans committed to prioritize those projects for funding reinstatement when sufficient revenue became available again, as is happening with the 2018 ITIP cycle. This is consistent with the Commission’s 2018 STIP guidelines. The Department’s 2018 ITIP funding priorities are summarized below.

- Reprogramming of projects from the 2016 ITIP
- Fund cost increases on rail and highway projects programmed in the 2016 ITIP
- Reinstatement projects or project components programmed in the 2014 STIP and deleted without prejudice in the 2016 STIP
- Program subsequent project components on currently programmed projects and program new rail and highway projects that close gaps on currently programmed corridors

The 2018 STIP Fund Estimate, which covers Fiscal Years (FY) 2018-19 through 2022-23, includes resources provided by Senate Bill 1 (SB 1). It includes a total of \$3.3 billion in STIP programming capacity, of which \$2.2 billion is new capacity available for new programming. A total of \$527 million of new Target shares (ITIP formula share through FY 2022-23) are available for the five-year 2018 ITIP and a total of \$703 million of new Maximum shares (ITIP formula shares through FY 2023-24) are available for the 2018 ITIP. The 2018 ITIP proposes to utilize a total capacity of \$608 million for cost increases on already programmed projects, restoration of deleted projects, and the addition of new projects or project phases. This is approximately \$82 million above the Target shares but well below the Maximum shares set by the Commission.

**2018 ITIP Shares (Based on Adopted 2018 STIP Fund Estimate)**

ITIP Target Shares (FY 2018-19 thru FY 2022-23):	<b>\$527,986,000</b>
--	----------------------

**2018 ITIP Capacity**

Base ITIP Capacity in the first two years (FY 2018-19 and FY 2019-20):	<b>\$142,679,000</b>
ITIP Capacity in the last three years (FY 2020-21 and FY 2022-23):	<b><u>\$385,307,000</u></b>
Total	<b>\$527,986,000</b>

The 2018 ITIP also proposes to program Project Approval and Environmental Document (PA&ED) and Plans, Specifications and Estimates (PS&E) components for new projects to use the **Advance Project Development Element (APDE)** funding capacity identified in the 2018 Fund Estimate. The Commission included APDE funding in the 2018 STIP cycle in order to accelerate project development for future STIP eligible projects and SB 1 competitive funding programs.

While very few new projects are being proposed by Caltrans for new programming in the 2018 ITIP, the newly proposed projects are consistent with the 2015 Interregional Transportation Strategic Plan (ITSP), past and existing investments on strategic corridors, and State transportation goals such as improving the intercity passenger rail system, improving highway safety, and investing in freight corridors to support economic competitiveness.

## 2018 ITIP Project List Proposal

1. **Cost increases to currently programmed highway projects:** 2014 ITIP projects carried forward into the 2016 ITIP did not have their project costs escalated/updated due to the funding constraints during 2016 ITIP cycle. Had the costs been updated, more projects would need to have been deleted from the program due to a lack of funding. During this cycle (2018 ITIP), Caltrans is updating costs for all currently programmed projects. A total of \$123,017,000 is necessary to fund the cost increases for the existing programmed projects as listed below. These expenditures are to be funded with the Base ITIP Capacity in the first two years (FY 2018-19 and FY 2019-20). Accordingly, most of the funding capacity available in the first two years is used by the currently programmed project cost increases.

<b>Highway Projects with a Cost Increase (\$'s x 1000)</b>					
Dist	Co	Rte	PPNO	Project	Total
01	HUM	101	0072	Eureka/Arcata Corridor Improvement	\$10,782
01	HUM	101	2389	Eureka/Arcata Corridor Improvement - Mitigation	\$11,160
01	LAK	29	3100	Lake-29 Expressway Project - Segment 2C	\$1,816
08	SBD	58	0215C	Kramer Junction	\$50,098
05	SLO	46	0226J	Cholame	\$23,021
05	SBT	156	0297	San Benito Route 156 Improvement Project	\$19,568
09	INY	395	0170	Olancha and Cartago Expressway	\$6,572
					<b>\$123,017</b>

2. **Restore project components deleted during the 2016 STIP cycle:** Costs for each of these previously deleted projects has been updated. The costs are only for components deleted as part of 2016 STIP and being added back into the ITIP in the 2018 cycle.

<b>Restored projects or project components (2016 STIP Deletions)</b>					
Dist	Co	Rte	PPNO	Project	Total
03	BUT	70	9801A	SR70 Passing Lanes (Segment 2)	\$1,800
05	SB	101	7101	South Coast 101 HOV Lanes	\$3,000
05	SLO	46	0226K	Route 46/41 Wye	\$25,000
06	FRE	41	6705	Excelsior Expressway	\$8,000
06	KER	14	8042B	Freeman Gulch Seg 2	\$1,960
06	MAD	99	6297	South Madera Ave 7- Ave 12	\$3,000
06	TUL	99	6400E	Tagus 6-Lane Southbound Widening	\$46,410
09	INY	395	0170	Olancha and Cartago Expressway	\$49,615
10	MER	152	5707A	Los Banos Bypass	\$1,000
10	MER	99	0161B	Livingston Widening Southbound	\$33,950
					<b>\$173,735</b>

3. **New Intercity Rail projects:** Statutorily, at least 9 percent of the program must be programmed for intercity passenger rail and grade separation projects. Project proposals from the Division of Rail and Mass Transit to program \$114,540,000 of new ITIP shares on intercity rail projects and new funds for Capitalized Maintenance are included in the Draft 2018 ITIP proposal. This amount (\$114,540,000 or 22 percent of the new capacity) is higher than the statutory minimum of \$47,518,000 (9 percent). The percentage of total programming for rail projects in the draft 2018 ITIP is approximately 25 percent of total 2018 ITIP funding.

<b>New Rail Projects Cost (\$'s x 1000)</b>					
Dist	Co	Rte	PPNO	Project	Total
75	LA		2106	Burbank Airport and Rail Station Pedestrian Grade Separation	(7,000)
75	LA		2002A	Rosecrans/Marquardt Grade Separation Project	\$7,000
75	VAR		2192	San Onofre to Pulgas Phase 2	\$30,040
75	VAR		2193	Coast Subdivision Rail Corridor Improvements	\$20,000
75	VAR		2194	Central Coast Layover Facility and Station Expansion	\$12,500
75	VAR		2190	San Joaquin Corridor 2nd Platforms for Bi-Hourly and Morning Express Services	\$36,000
75	VAR		2065	Capitalized Maintenance for the Capitol, San Joaquin, and Pacific Surfliner Corridors	\$16,000
					<b>\$114,540</b>

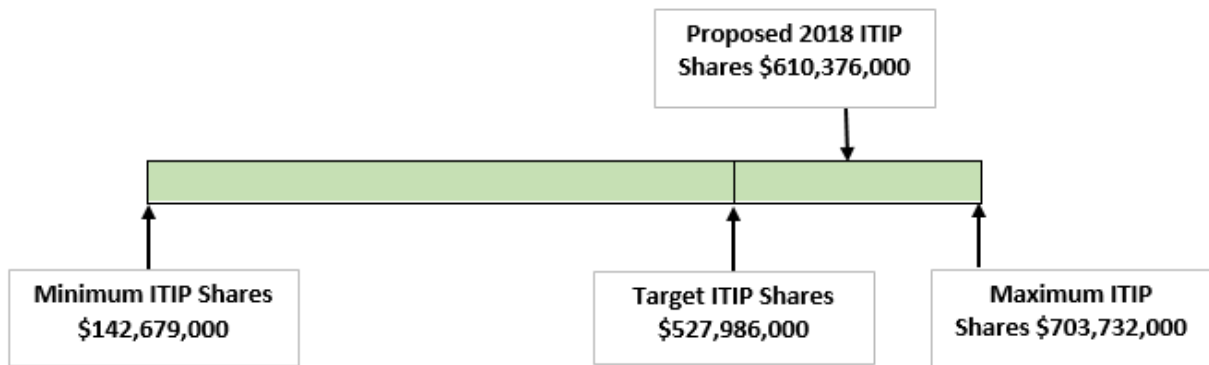
4. **New components added to existing highway projects and new highway projects:** The projects and project components listed below are added to the draft 2018 ITIP. These projects are all on the strategic highway corridors identified in the 2015 ITSP. Due to the limited ITIP capacity available for new projects this cycle, Caltrans is only focusing on funding new components of existing projects or new projects on existing corridors in order to complete the projects or complete the corridor improvements. In almost every ITIP corridor, the full benefits of any individual project are not realized until the entire corridor is completed. State Route 70 Passing Lanes (Segment 1), listed below, shifts savings from Segment 1 to Segment 2.

<b>New components added to existing projects or new projects (\$'s x 1000)</b>					
Dist	Co	Rte	PPNO	Project	Total
03	BUT	70	9801	SR70 Passing Lanes (Segment 1)	-\$5,900
03	BUT	70	9801A	SR70 Passing Lanes (Segment 2)	\$4,800
03	BUT	70	9801F	SR70 Passing Lanes (Segment 3)	\$10,900
05	SLO	46	0226L	Antelope Grade	\$15,494
05	SLO	46	0226K	Route 41/46 Wye	\$111,200
06	TUL	99	6400F	Tagus 6-Lane Northbound Widening	\$28,090
10	MER	99	0161A	Livingston Widening Northbound	\$34,500
					<b>\$199,084</b>



New components added to existing projects or new projects (\$'s x 1000)							
Dist	Co	Rte	PPNO	Project	Components Funded	Funding Partnership	Notes
03	BUT	70	9801	SR70 Passing Lanes (Segment 1)	PA&ED, PS&E, RW, RW Sup, CON, CON Sup	ITIP, Butte, SHOPP	Savings
03	BUT	70	9801A	SR70 Passing Lanes (Segment 2)	CON and CON Sup	ITIP, Butte, SHOPP	New Component
03	BUT	70	9801F	SR70 Passing Lanes (Segment 3)	PS&E, Rw, RW Sup, CON, CON Sup	ITIP, Butte, SHOPP	New Project
05	SLO	46	0226L	Antelope Grade	PS&E, RW, and RW Sup	ITIP	New Project
05	SLO	46	0226K	Route 41/46 Wye	PS&E, RW, RW Sup, CON, CON Sup	ITIP	New Component
06	TUL	99	6440F	Tagus 6-Lane Northbound Widening	PS&E, RW, RW Sup, CON, CON Sup	ITIP, Tulare	New Project
10	MER	99	0161A	Livingston Widening Northbound	CON and CON Sup	ITIP, Merced	New Project

Total Project Cost Increases (Highway and Rail):	\$123,017,000
Total Restored Projects or Project Components Cost:	\$173,735,000
Total New Intercity Rail Project Costs:	\$114,540,000
Total New Highway Projects and Project Components Cost:	\$199,084,000
<b>Grand Total</b>	<b>\$610,376,000</b>



**Advance Project Development Element (APDE):** At their August 2017 meeting the Commission adopted 2018 STIP guidelines which allows Caltrans and Regional Transportation Planning Agencies to propose PA&ED and/or PS&E with shares from their respective interregional and county APDE shares. A total of \$86,164,000 is available for Caltrans to apply to the ITIP over the five-year 2018 STIP (FY 2018-19 thru FY 2022-23) cycle. This APDE amount is independent of the amount identified as regular capacity. This capacity was determined by calculating 25 percent of the anticipated ITIP capacity available for 2 years after the current STIP cycle (total interregional shares anticipated in FY 2023-24 and FY 2024-25 combined). In essence, Caltrans and Regional Transportation Planning Agencies have the ability to use future funding capacity to develop future projects so that they can be delivered earlier for a reduced total cost due to the reduction in cost escalation associated with inflation and other factors. For the 2018 ITIP, Caltrans is including six projects for a total of \$48,200,000 in APDE shares as shown below.

<b>Advanced Project Development Element (APDE) - New projects (\$'s x 1000)</b>					
<b>Dist</b>	<b>Co</b>	<b>Rte</b>	<b>PPNO</b>	<b>Project</b>	<b>Total</b>
01	LAK	29	2ANEW	Lake-29 Expressway -Segment 2A	\$5,100
01	LAK	29	2BNEW	Lake-29 Expressway -Segment 2B	\$5,100
04	SM	101	0658D	SM 101 - Managed Lanes Project	\$18,000
06	TUL	99	6369	Tulare City Widening	\$8,000
06	MAD	99	6297	South Madera Ave 7- Ave 12	\$12,000
					<b>\$48,200</b>

2018 ITIP APDE Capacity	\$86,164,000
APDE Total	\$48,200,000
<b>Unused APDE Capacity</b>	<b>\$37,964,000</b>

## 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) 2018 STIP Guidelines. The 2018 ITIP covers Fiscal Years (FY) 2018-19 through 2022-23.

The State Transportation Improvement Program (STIP) consists of two broad programs, the Regional Transportation Improvement Program (RTIP) funded from 75 percent of STIP funding and the ITIP funded from 25 percent of STIP funding. The 75 percent regional program 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 are required to 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 in addition to submitting the final ITIP in December. This is done so that the Commission has adequate time to review the document and provide comments and so that the document is available to the public and transportation stakeholders for an adequate time for review and comment in association with required public hearings.

As specified by law, Caltrans nominates its 25 percent ITIP share of the STIP with projects that improve the interregional Transportation System between regions for the movement of people and goods. Regional and local agencies work with Caltrans on identifying projects that are intended to address improvements to the interregional transportation system, 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, Caltrans' ITSP provides the framework that guides the identification of strategic corridors for the investment of ITIP funds and the facility concept that the investments are intended to achieve.

The following significant changes have occurred since the adoption of the 2016 ITIP and influence the development of the 2018 ITIP.

- In April 2017, The California Legislature passed and the Governor signed Senate Bill 1 (SB 1), the Road Repair and Accountability Act, that provides the first significant, stable, and on-going increase in state transportation funding in more than twenty years. This sustainable funding is generated by various state transportation taxes and fees, including gasoline excise taxes, diesel excise and sales taxes and vehicle taxes and fees. It is the most far-reaching and significant transportation funding legislation in decades. Even though SB 1 focuses on fixing existing infrastructure, it also provides sustained funding for infrastructure improvement through programs such as Solutions for Congested Corridors, Trade Corridors Enhancement Program, Active Transportation Program, and other programs.
- SB 1 provides stability to STIP funding beginning in Fiscal Year 2019-20 by resetting the price based excise tax from its current rate of 9.8 cents per gallon to 17.3 cents per gallon of gasoline with the provision to adjust the tax annually for inflation beginning July 2020. As a result, going

forward, SB1 stabilizes transportation funding, giving more certainty to project planning and budgeting. In addition, inflation will not erode the purchasing power of these new funds.

- The 2018 Fund Estimate identifies overall new statewide capacity in the five years of the 2018 STIP period (FY 2018-19 through FY 2022-23). The estimate incorporates the 2017-18 Budget Act and other 2017 legislation enacted prior to the Fund estimate adoption on August 16, 2017.
- The Commission amended the STIP Guidelines under Resolution G-17-22 and adopted the 2018 STIP Guidelines on August 16, 2017 which includes the policies and procedures specific to the 2018 STIP. These policies, procedures, and amended guidelines detail the availability of Advance Project Development Element (APDE) shares, Commission expectations and priorities for 2018 STIP projects, changes to the Project Programming Request (PPR) document to include project output and performance information, reversible lane consideration for capacity increasing projects, semi-annual reporting of locally implemented projects, and other changes.

## Purpose of the ITIP

California Government Code Section 14526 specifies that the ITIP fund projects that improve interregional movement for people and goods across 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 compliment transportation improvements within the urbanized areas of the state 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.

## Statutory Requirements

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 for intercity passenger rail. Of this amount, at least 15 percent (9 percent of the ITIP) must be programmed for intercity passenger rail projects.
- Up to 40 percent may be programmed to projects anywhere in the State subject to the north/south 40/60 split. Projects may be state highway, mass transit guide-way, or rail grade separations.

This 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 for projects in the South urbanized areas or other South area non-IRRS projects.
3. No more than 16 percent for projects in the North urbanized areas or other North area non-IRRS projects.

## Commission Adopted 2018 STIP Fund Estimate

On August 16, 2017, the Commission adopted the 2018 STIP Fund Estimate. The STIP Fund Estimate is a biennial estimate, produced in odd-numbered year, of all state and federal funding sources (excepting federal discretionary grants) for the state's transportation infrastructure for the five year period of the new STIP that will be adopted in the following even-numbered year. The 2018 STIP Fund Estimate established funding levels for STIP and State Highway Operation and Protection Program (SHOPP) for the 2018 STIP Fund Estimate period which covers FYs 2018-19 through 2022-23. The 2018 STIP Fund Estimate includes all applicable funding resources provided by SB 1. Funds provided to the STIP are primarily derived from revenues collected by the price-based excise tax on gasoline.

The 2018 STIP Fund Estimate also identifies funding for APDE. Target shares available for APDE are determined by calculating 25 percent of STIP formula shares of the estimated funding capacity in the combined two years following the five-year STIP period. For the 2018 STIP period, this is FY 2023-24 and FY 2024-25 combined. Caltrans and regional agencies are able to program these Target shares in any year within the five-year 2018 STIP period for PA&ED and/or PS&E project development phases. This enables agencies to use a limited amount of future STIP funding two years earlier in order to accelerate the project development process and to prepare projects for competitive funding opportunities under SB 1 and federal programs. This also reduces the cost impacts of inflation because projects are delivered sooner. Projects programmed using APDE capacity will be identified and tracked separately as they will be treated as advances of regular future county or interregional shares.

The 2018 STIP Fund Estimate includes \$3.3 billion in programming capacity for STIP projects over the five-year STIP Fund estimate period of which \$2.2 billion is available for new STIP (75 percent for RTIP and 25 percent for ITIP) projects. This provides approximately \$527 million of Target capacity and \$703 million of Maximum capacity for the 2018 ITIP.

## Commission Adopted 2018 STIP Guidelines

The Commission updated and adopted 2018 STIP Guidelines and associated policies and procedures on August 16, 2017. A brief summary of the Commission priorities and changes made to the STIP Guidelines is outlined below:

1. Commission Priorities for 2018 STIP
  - Reprogramming of 2016 Projects
  - Project cost increases
  - Program Project or project components deleted in the 2016 STIP
  - Program New Projects
2. Transit and Rail Projects
  - 2018 Fund Estimate has negative Public Transportation Account (PTA) capacity
  - Projects currently funded with PTA may need to be delivered with other eligible STIP funds
  - New projects will have to be funded with State Highway Account (SHA) and Federal funds

3. Reinstated the APDE
  - Target shares for APDE are independent of regular shares
  - APDE capacity is used for PA&ED and PS&E only
  - APDE shares can be used in any year of the five year STIP (FY 2018-19 through FY 2022-23)
  - APDE shares will be tracked separately
  - APDE shares will be treated as advance of regular future county or interregional shares
4. Major Amendments to STIP Guidelines
  - Section 17 – Caltrans will advise regional agencies of changes in advance of any schedule or cost changes for Caltrans implemented projects funded from regional shares
  - Section 19 – Added performance measures related to Rail and Transit
  - Section 19 – Project level Outputs and Outcomes shall be included in the Project Programming Request (PPR)
  - Section 25 and 34 – Reversible lanes must be considered when proposing a capacity increasing project or a major street or highway lane realignment (AB 2542 or GC 100.15)
  - Section 49 – Projects delivered using an alternative delivery method such as Public Private Partnership (PPP or P3) with operation and maintenance included, the operation and maintenance shall not be funded with the STIP
  - Section 64 – Identify projects using design-build or design-sequence procurement at the time of programming or as soon as possible prior to allocation
  - Section 64 – For locally implemented projects, semi-annual report will be required of expenditures for all project expenditures.
  - Section 65 – Extensions for PPM will not be considered. No post-fact time extensions. Allocation time extensions must be approved by the commission by June 30<sup>th</sup> of the year the funds are programmed.

## Changes to funding landscape as a result of Senate Bill 1, the Road Repair and Accountability Act of 2017

On April 6, 2017, the California Legislature passed Senate Bill 1, the Road Repair and Accountability Act, authored by Senator Jim Beall. Governor Edmond G. Brown signed the bill into State law. The bill provides the first significant, stable, and on-going increase in state transportation funding in more than twenty years. The legislation establishes high expectations for transportation improvements and includes robust accountability provisions to ensure that projects meet performance objectives and are developed and delivered in a publicly transparent and accountable manner. SB 1 provides substantial transportation revenues for state, regional, and local agencies to address deferred maintenance and system preservation as well as creating funding programs that support transportation system improvements for freight, congested corridors, transit and active transportation programs such as bicycling and walking. A very important aspect of SB1 is that these new revenues will be indexed to inflation so that its purchasing power will not diminish over time due to inflation. This feature enables

effective long-term planning and project delivery for transportation corridors addressed by the ITIP. The figure below illustrates the dramatic fluctuations in available ITIP funding from cycle to cycle since the beginning of the ITIP in 1998. SB 1 will eliminate this tremendous variability and volatility.

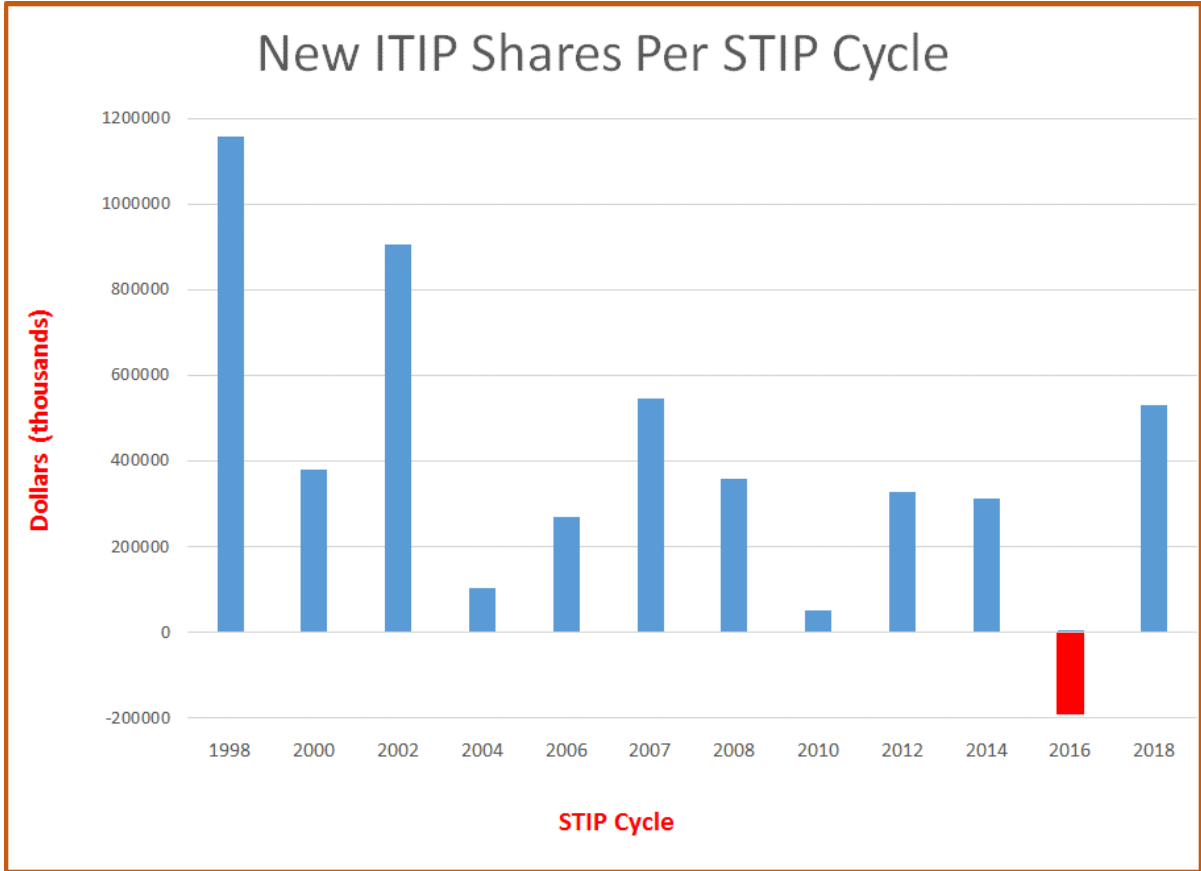


Figure 1: New ITIP Shares per STIP Cycle

## Interregional Transportation Strategic Plan

Senate Bill 486 (DeSaulnier, 2014) put the Interregional Transportation Strategic Plan (ITSP) into State Statute, Government Code 14524.4. Prior to SB 486, Caltrans produced the document of its own accord and updated it on an infrequent basis. The legislation requires that, (a) on or before June 30, 2015, Caltrans (Caltrans) shall submit to the Commission (California Transportation Commission) for approval an interregional transportation strategic plan directed at achieving a high functioning and balanced interregional transportation system. The plan shall be action oriented and pragmatic, considering both the short-term and long-term future, and shall present clear, concise policy guidance to Caltrans for managing the State's transportation system. It further states that (b) the interregional transportation strategic plan shall be consistent with the California Transportation Plan as updated pursuant to Section 65071.



The 2015 ITSP identified eleven Strategic Interregional Corridors which enable significant interregional movement of people and goods between all of the state's major regions. Project funding decisions for the 2016 ITIP were made consistent with the 2015 ITSP. The draft 2018 ITIP continues the investment priorities identified in the 2015 ITSP and moves the state closer to completing high priority projects and corridors.

# Interregional Transportation Strategic Plan

## Strategic Interregional Corridors

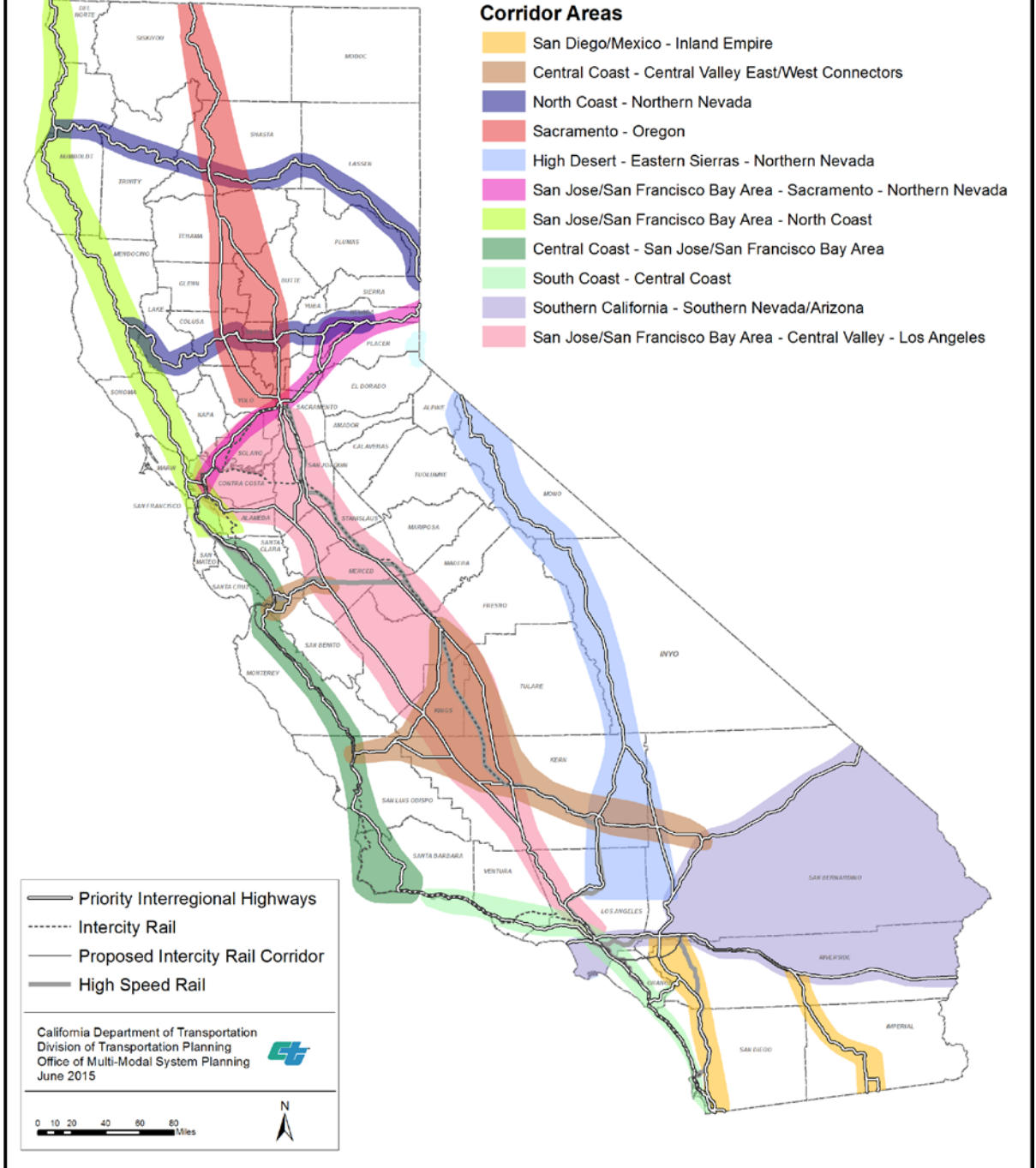


Figure 2: Strategic Interregional Corridors

## Criteria for Measuring Performance and Cost-Effectiveness

Commission STIP Guidelines Section 19 requires that Caltrans provide an evaluation report for any new programming that clearly demonstrates how effective the ITIP is in addressing or achieving the goals, objectives, and standards which are established as part of the ITSP.

The purpose of the ITIP is to fund projects that improve interregional mobility for people and goods across the State of California on highway and intercity passenger rail corridors of strategic importance. This is defined by State statute, as follows:

1. Projects to improve state highways;
2. Projects to improve the intercity passenger rail system;
3. Projects to improve the interregional movement of people, goods, and vehicles.

As the overarching objectives are broad and the highway and intercity rail systems are large, the ITSP further refines the focus of investments to selected corridors of greatest need and applicability. Of the 265 statutorily defined state highway routes, 93 are designated as part of the Interregional Road System (IRRS). The ITSP further refines this by identifying eleven Strategic Interregional Corridors that have high interregional importance from a statewide perspective. Within the strategic corridors are the Priority Interregional Facilities, listing the specific state highway and intercity passenger rail facilities that are most significant for the movement of people and goods in those corridors.

When considering the application of interregional funding to projects, the following performance indicators are used to measure and prioritize projects for funding and consistency with the ITSP. All projects identified in the 2018 ITIP are found on one of the 11 Strategic Interregional Corridors, as outlined in the ITSP.

**Table 1: Adopted STIP Guidelines and Interregional Transportation Strategic Plan Objectives**

Accessibility	Provide access for people and goods to and through all regions of California
Reliability	Ensure that the interregional transportation system is reliable and efficient for the movement of people, goods, services, and emergency response
Safety	Develop and operate a safe interregional transportation system for all travelers
Integration	Optimize multimodal connectivity throughout the interregional transportation system
Economy	Improve interregional connectivity to enhance California's diverse economy
Sustainability	Improve and manage California's interregional transportation system in an environmentally sensitive, economical, and equitable manner

## ACCESSIBILITY

- Does the project eliminate a constraint or close a gap that will improve the overall corridor performance?
- Does the project improve corridor-wide movement of people and goods to and from major generators of economic activity?
- Does the project improve connectivity to regional and local transit systems?

## RELIABILITY

- Does the project improve travel time reliability for interregional travel?
- Does the project improve overall corridor system operations for the interregional transportation system?
- Does the project alleviate congestion created by interregional goods movement or recreational tourism traffic?

## SAFETY

- Does the project reduce safety conflicts between various modes of transportation?
- Does the project enhance safety/emergency responsiveness along the corridor?
- Does the project significantly improve safe travel with the potential for reducing fatalities and serious injuries?
- Does the project improve cross-median and cross-roadway agricultural equipment movement safety?

## SUSTAINABILITY

- Does the project help promote mode shift, including active transportation options and consistency with regional transportation plans?
- Does the project help promote sustainability principles, such as best management practices, energy conservation, transition to zero emission technology, and consideration of full life-cycle costs?
- Does the project help to achieve reductions of greenhouse gas emissions to meet the 2030 and 2050 GHG reduction targets?
- Does the project directly benefit disadvantaged communities?

## ECONOMY

- Is the project located on one of the identified Priority Interregional Facilities?
- Does the corridor carry significant overall truck volume (greater than 15 percent)?
- Does the corridor carry significant interregional freight and goods movement as measured by larger (5-axle) truck volume (500 or greater per lane)?
- Does the project lead to economic benefits primarily to the greater state (as opposed to the host region)?

## INTEGRATION

- Does the project facilitate connectivity with other modes of travel to provide multi-modal travelling choice within the corridor?
- Does the project facilitate connectivity with other modes of interregional travel, including Intercity Passenger Rail and/or High Speed Rail to provide multi-modal choices for interregional travel?

- Does the project improve operations of freight-rail traffic?

#### PARTNERING

- Do non- Interregional Improvement Programming (IIP) funds comprise more than 30 percent of total project funding?
- Are all new Regional Improvement Programming (RIP) shares programmed on the State Highway System?

## Draft 2018 ITIP

Both the 2015 ITSP and proposed 2018 ITIP have recommitted to continue working with regional partners. In particular, Caltrans works through its Districts with Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs) to ensure that the selected ITIP projects not only have interregional merit, but are also programmed in an RTP, as applicable, and help to meet regional as well as interregional transportation needs. Any project that is programmed in an RTP that is prepared by an MPO has also been determined by the region to be consistent with the Sustainable Community Strategy (SCS), as required by law via SB 375.

The 2018 STIP Fund estimate includes a total estimate of \$3.3 billion in program capacity for STIP projects over the five year STIP Fund estimate period of which \$2.2 billion is available for new STIP (75 percent for RTIP and 25 percent for ITIP) projects. This translates to an approximate total of \$527 million of Target capacity and \$703 million of Maximum capacity for ITIP. After reprogramming of projects from the 2016 ITIP with previous funding capacity, in accordance with the 2018 STIP Guidelines, the following priorities are funded with the new ITIP capacity.

- **Cost Increases (\$123 million):** A total of \$123,017,000 is needed to fund cost increases on projects programmed highway and rail projects in the 2016 ITIP.
- **Restoration (\$173 million):** A total of \$173,735,000 is needed to restore project components programmed in the 2014 ITIP and deleted without prejudice in the 2016 ITIP.
- **New Projects (Intercity Rail - \$114 million, Highway - \$199 million):** Program subsequent project components on currently programmed projects and program new rail projects and highway projects that close gaps on currently programmed corridors.

**Intercity Rail Projects:** Caltrans proposes to program nearly \$114 million dollars to the intercity rail program from the ITIP to five new projects and to augment funding for Capitalized Maintenance. All projects being proposed for funding are consistent with the 2017 Draft State Rail Plan and support the Strategic Business Plans that exist for each of the intercity rail corridors.

**Highway Projects:** Caltrans proposes to program nearly \$199 million to five projects on priority interregional corridors of greatest interregional value. In each case the projects either add segments to larger corridor improvements or completely close gaps within a corridor. Several projects are jointly funded with regional improvement program funding. These projects were found to be the highest priority for funding meeting the objectives of the interregional program.

Total Project Cost Increases (Highway and Rail):	\$123,017,000
Total Restored Projects or Project Components Cost:	\$173,735,000
Total New Rail Project Costs:	\$114,540,000
<u>Total New Project and Project Components Cost:</u>	<u>\$199,084,000</u>
Grand Total	\$610,376,000

- APDE Projects:** At their August 2017 meeting the Commission adopted 2018 STIP guidelines which allows Caltrans and Regional Transportation Planning Agencies to propose PA&ED and/or PS&E with shares from their respective interregional and county APDE shares. A total of \$86,164,000 is available for Caltrans to apply to the ITIP over the five-year 2018 STIP (FY 2018-19 thru FY 2022-23) cycle. This APDE amount is independent of the amount identified as regular capacity. This capacity was determined by calculating 25 percent of the anticipated ITIP capacity available for 2 years after the current STIP cycle (total interregional shares anticipated in FY 2023-24 and FY 2024-25 combined). In essence, Caltrans and Regional Transportation Planning Agencies have the ability to use future funding capacity to develop future projects so that they can be delivered earlier for a reduced total cost due to the reduction in cost escalation associated with inflation and other factors. For the 2018 ITIP, Caltrans is including six projects for a total of \$48,200,000 in APDE shares.

As it is evident from the above numbers, out of the new funding capacity of \$527 million, more than half of the new capacity, a total of \$296 million is used for cost increases and restorations. There is currently a demand for ITIP project funding that exceeds 1 billion. As we move forward, we will be programming these high priority projects to complete gaps on current corridors in future ITIP cycles while pursuing various SB 1 funding opportunities.

### Interregional STIP Share Advance Proposal in the 2018 ITIP

Heading into the 2018 STIP cycle, the interregional program is proposing to advance of STIP shares of about \$82 million. In other words, the ITIP is over programmed above its fair share 25 percent of the STIP by about \$82 million. This condition is allowable under law and reflects the inherent flexibility in the STIP to address project costs that are often variable yet necessary for successful delivery. In the case of the 2018 ITIP, the current overage is due to large construction capital cost on State Route 46/41 Wye project.

Caltrans understands that, under law and Commission practice, a STIP advance must be first paid back before any new project or new project component can be funded. Thus, new funding capacity expected in the 2020 STIP cycle could be used to pay down the share advance before new projects are proposed in the 2020 ITIP.

### 2020 STIP Cycle Expectations

Under the present funding methodology for the STIP and accounting for SB 1 STIP funding fix, an average STIP cycle may add up to \$1.4 billion of new money. Since every new STIP cycle adds two new years of programming capacity, this translates to about \$700 million per year. If 25 percent of new revenues are to go to the interregional program, then the ITIP would expect to see about \$350 million of new programming capacity over two years.

As described earlier, about \$82 million of 2018 ITIP share advance and \$48 million of APDE shares must be paid back first. Even though all cost increases are addressed as part of 2018 ITIP proposal, a portion of new 2020 funding will be used to pay for the cost increases on currently programmed projects.

The bottom line for the 2020 STIP cycle is to expect that a portion of new funding will be used to pay back the interregional share advance, to payback 2018 APDE shares programmed and to address potential small cost increases, resulting in reasonable amount of funding to add few new projects.

Table 2: Carryover 2016 STIP Highway Projects with Carryover Funding Shown

Carry Carryover 2016 STIP Highway Projects with Carryover Funding Shown (\$'s x 1000)																			
Existing																			
Dist	Co	RTE	PPNO	Project	Total	Prior	18-19	19-20	20-21	21-22	22-23	RW	CON	PAED	PSE	RW Sup	Con Sup	Notes	
01	HUM	101	0072	Eureka/Arcata Corridor Improvement	15,700	0	0	0	15,700	0	0	0	15,700	0	0	0	0	0	Cost Increase Shown Below.
01	LAK	29	3100	Segment 2C of the Lake-29 Expressway Project	13,060	900	12,160	0	0	0	0	0	11,160	0	750	150	1,000	0	Cost Increase Shown Below.
01	MEN	101	0125W	Willits Bypass - Relinquishment of Bypassed Route 101	3,096	3,096	0	0	0	0	0	170	2,926	0	0	0	0	0	No Change.
01	MEN	101	0125Z	Willits Bypass - Sherwood Road Geometric Upgrades	3,145	3,145	0	0	0	0	0	170	2,975	0	0	0	0	0	No Change.
03	BUT	70	9801	SR70 Passing Lanes (Segment 1)	13,100	1,900	0	11,200	0	0	0	550	10,000	0	1,000	350	1,200	0	See Changes Below
05	MON	156	0057C	Route 156 West Corridor	7,700	7,700	0	0	0	0	0	0	0	7,700	0	0	0	0	No Change.
05	SBT	156	0297	San Benito Route 156 Improvement Project	61,986	32,744	0	29,242	0	0	0	21,808	25,822	3,936	5,450	1,550	3,420	0	No Change.
05	SLO	46	0226J	Cholame	88,000	32,800	0	0	55,200	0	0	22,000	46,000	0	8,400	2,400	9,200	0	Cost Increase Shown Below.
05	SB	101	7101	South Coast 101 HOV Lanes	4,000	2,000	0	2,000	0	0	0	0	2,000	2,000	0	0	0	0	See Changes Below
06	KER	46	3386C	Route 46 Widening - Segment 4A	400	400	0	0	0	0	0	0	0	0	400	0	0	0	No Change.
06	TUL	99	6400E	Tagus 6-Lane Southbound Widening	3,488	3,488	0	0	0	0	0	1,850	0	0	1,200	438	0	0	See Changes Below
06	TUL	99	6400F	Tagus 6-Lane Northbound Widening	4,337	825	3,512	0	0	0	0	2,900	0	0	825	612	0	0	See Changes Below
08	SBD	58	0215C	Kramer Junction	194,838	117,543	46,700	30,595	0	0	0	18,387	139,427	8,600	8,000	4,756	15,668	0	Cost Increase Shown Below.
09	INY	395	0170	Olancha and Cartago Expressway	11,420	11,420	0	0	0	0	0	5,407	0	2,749	2,051	1,213	0	0	Cost Increase/Other Changes
09	INY	395	0170A	Olancha and Cartago Archaeological Pre-Mitigation	2,000	0	2,000	0	0	0	0	0	2,000	0	0	0	0	0	No Change.
10	MER	99	0161A	Livingston Widening Northbound	2,870	2,870	0	0	0	0	0	10	0	800	2,050	10	0	0	See Changes Below
10	MER	99	0161B	Livingston Widening Southbound	5,000	5,000	0	0	0	0	0	200	0	1,700	3,000	100	0	0	See Changes Below
					<b>434,140</b>	<b>225,831</b>	<b>64,372</b>	<b>73,037</b>	<b>70,900</b>	<b>0</b>	<b>0</b>	<b>73,452</b>	<b>258,010</b>	<b>27,485</b>	<b>33,126</b>	<b>11,579</b>	<b>30,488</b>		

Table 3: Highway Projects with a Cost Increase

Highway Projects with a Cost Increase (\$'s x 1000)																			
Dist	Co	Rte	PPNO	Project	Total	Prior	18-19	19-20	20-21	21-22	22-23	RW	CON	PAED	PSE	RW Sup	Con Sup	Notes	
01	HUM	101	0072	Eureka/Arcata Corridor Improvement	10,782	2,141	0	0	8,641	0	0	0	6,982	0	1,983	158	1,659	0	Cost Increase (IIP/RIP)
01	HUM	101	2389	Eureka/Arcata Corridor Improvement - Mitigation	11,160	3,589	0	7,571	0	0	0	1,736	6,551	646	956	251	1,020	0	Cost Increase (IIP/RIP)
01	LAK	29	3100	Lake-29 Expressway Project - Segment 2C	1,816	1,310	506	0	0	0	0	1,310	506	0	0	0	0	0	Cost Increase (IIP/RIP)
05	SBT	156	0297	San Benito Route 156 Improvement Project	19,568	4,810	0	14,758	0	0	0	680	7,178	0	2,960	1,170	7,580	0	Cost Increase (IIP)
05	SLO	46	0226J	Cholame	23,021	5,800	0	0	17,221	0	0	0	15,200	0	5,500	300	2,021	0	Cost Increase (IIP)
08	SBD	58	0215C	Kramer Junction	50,098	12,563	37,535	0	0	0	0	6,310	33,203	334	4,580	1,339	4,332	0	Cost Increase (IIP)
09	INY	395	0170	Olancha and Cartago Expressway	6,572	6,572	0	0	0	0	0	4,513	0	999	873	187	0	0	Cost Increase (IIP/RIP)
					<b>123,017</b>	<b>36,785</b>	<b>38,041</b>	<b>22,329</b>	<b>25,862</b>	<b>0</b>	<b>0</b>	<b>14,549</b>	<b>69,620</b>	<b>1,979</b>	<b>16,852</b>	<b>3,405</b>	<b>16,612</b>		



Table 4: Restored Projects or Project Components (2016 STIP Deletions)

Restored Projects/Components (2016 STIP Deletions)																		
Dist	Co	Rte	PPNO	Project	Total	Prior	18-19	19-20	20-21	21-22	22-23	RW	CON	PAED	PSE	RW Sup	Con Sup	Notes
03	BUT	70	9801A	SR70 Passing Lanes (Segment 2)	1,800		1,800					900			400	500		Restore w/ Cost Increase
05	SB	101	7101	South Coast 101 HOV Lanes	3,000			3,000							3,000			Restore w/ component change
05	SLO	46	0226K	Route 46/41 Wye	25,000		25,000					9,400			13,200	2,400		Restore w/ Cost Increase
06	FRE	41	6705	Excelsior Expressway	8,000		8,000					3,500			3,000	1,500		Restore /w Cost Increase
06	KER	14	8042B	Freeman Gulch Seg 2	1,960		1,960								1,960			Restore PS&E w/ Cost Increase
06	MAD	99	6297	South Madera Ave 7- Ave 12	3,000		3,000							3,000				Restore w/ Cost Increase
06	TUL	99	6400E	Tagus 6-Lane Southbound Widening	46,410	1,410		45,000					39,000		1,410		6,000	Restore w/ Cost Increase
09	INY	395	0170	Olancha and Cartago Expressway	49,615					49,615			44,435				5,180	Restore w/ Cost Increase
10	MER	152	5707A	Los Banos Bypass	1,000	1,000									1,000			Restore w/ Cost Decrease
10	MER	99	0161B	Livingston Widening Southbound	33,950					33,950			29,450				4,500	Restore deleted amount
					<b>173,735</b>	<b>2,410</b>	<b>39,760</b>	<b>48,000</b>	<b>0</b>	<b>83,565</b>	<b>0</b>	<b>13,800</b>	<b>112,885</b>	<b>3,000</b>	<b>23,970</b>	<b>4,400</b>	<b>15,680</b>	

NOTE: Following deleted projects are not being restored

- 1) KER 14 Freeman Gulch Widening - Segment 1: The project has been delivered using RIP funding.
- 2) SB 395 Widening (Northern Segment) - This project is not viable for its huge price tag and no meaningful partnership. Low ITSP priority.
- 3) Madera 6-Lane Ave 12- Ave 17 (PPNO 5335): Design and R/W is being completed using local funds.

Table 5: Tagus South (PPNO 6400E) and Tagus North (PPNO 6400F) are proposed to be combined into a single project (PPNO 6400G)

Dist	Co	Rte	PPNO	Project	Total	Prior	18-19	19-20	20-21	21-22	22-23	RW	CON	PAED	PSE	RW Sup	Con Sup	Notes
06	TUL	99	6400E	Tagus 6-Lane Southbound Widening	-49,898	-4,898	0	(45,000)	0	0	0	-1,850	(39,000)	0	(2,610)	(438)	(6,000)	
06	TUL	99	6400F	Tagus 6-Lane Northbound Widening	-32,427	-2,915	(3,512)	(26,000)	0	0	0	-2,900	(20,000)	0	(2,915)	(612)	(6,000)	
06	TUL	99	6400G	Tagus 6-Lane Widening	<b>82,325</b>	<b>7,813</b>	<b>3,512</b>	<b>71,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,750</b>	<b>59,000</b>	<b>0</b>	<b>5,525</b>	<b>1,050</b>	<b>12,000</b>	

Table 6: New Highway Projects and Project Components

Changes to Existing Highway Projects and New Component Programming (\$'s x 1000)																		
Dist	Co	Rte	PPNO	Project	Total	Prior	18-19	19-20	20-21	21-22	22-23	RW	CON	PAED	PSE	RW Sup	Con Sup	Notes
03	BUT	70	9801	SR70 Passing Lanes (Segment 1)	(5,900)	(1,900)	1800	(5,800)				250	(5,300)		(550)	200	(500)	Savings re-programmed (See below)
03	BUT	70	9801A	SR70 Passing Lanes (Segment 2)	4,800			4,800					4,200				600	New Component
03	BUT	70	9801B	SR70 Passing Lanes (Segment 3)	10,900		2,300	8,600				650	7,500		750	900	1,100	New Project
05	SB	101	7101	South Coast 101 HOV Lanes	0			0					(2,000)		2,000			Reprogramming from CON to PS&E
05	SLO	46	0226L	Antelope Grade	15,494		15,494					3,024			10,300	2,170		New Project
05	SLO	46	0226K	Route 41/46 Wye	111,200					111,200			97,800				13,400	New Component
06	TUL	99	6400F	Tagus 6-Lane Northbound Widening	28,090	2,090		26,000					20,000		2,090		6,000	New Component and Cost Increase
10	MER	99	0161A	Livingston Widening Northbound	34,500					34,500			29,500				5,000	New Component
					<b>199,084</b>	<b>190</b>	<b>17,294</b>	<b>22,500</b>	<b>13,400</b>	<b>145,700</b>	<b>0</b>	<b>3,924</b>	<b>151,700</b>	<b>0</b>	<b>14,590</b>	<b>3,270</b>	<b>25,600</b>	

Table 7: Carryover Rail Projects

Carryover 2016 STIP Rail Projects with Carryover Funding Shown (\$'s x 1000)																		
Co	Rte	PPNO	Project	Total	Prior	18-19	19-20	20-21	21-22	22-23	RW	CON	PAED	PSE	RW Sup	Con Sup	Notes	
LA		2098	Raymer to Bernson Double Track Project	60,820	0	0	0	60,820	0	0	0	60,820	0	0	0	0	0	No Change
LA		2106	Burbank Airport and Rail Station Pedestrian Grade Se	7,000	0	0	0	7,000	0	0	0	7,000	0	0	0	0	0	See Changes Below
ORA		2107	Laguna Niguel to San Juan Capistrano Passing Siding	3,000	0	3,000	0	0	0	0	0	3,000	0	0	0	0	0	No Change
SD		2108	Del Mar Bluffs Stabilization Project 4	2,000	2,000	0	0	0	0	0	0	2,000	0	0	0	0	0	No Change
VAR		2065	Capitalized Maintenance for the Capitol, San Joaquin	6,000	4,000	2,000	0	0	0	0	0	6,000	0	0	0	0	0	See Changes Below
				<b>78,820</b>	<b>6,000</b>	<b>5,000</b>	<b>0</b>	<b>67,820</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>78,820</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

Table 8: Rail Projects with Cost Increases

Rail Projects with a Cost Increase (\$'s x 1000)																		
Co	Rte	PPNO	Project	Total	Prior	18-19	19-20	20-21	21-22	22-23	RW	CON	PAED	PSE	RW Sup	Con Sup	2015 ITSP Ranking	Notes
VAR		2065	Capitalized Maintenance for the Capitol, San Joaquin	16,000			0	8,000	4,000	4,000	0	16,000	0	0	0	0		Increase
				<b>16,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,000</b>	<b>4,000</b>	<b>4,000</b>	<b>0</b>	<b>16,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		

Table 9: Project Deletion and New Rail Projects

Changes to Existing Rail Projects and New Programming (\$'s x 1000)																		
Co	Rte	PPNO	Project	Total	Prior	18-19	19-20	20-21	21-22	22-23	RW	CON	PAED	PSE	RW Sup	Con Sup	Notes	
LA		2106	Burbank Airport and Rail Station Pedestrian Grade Se	(7,000)	0	0	0	(7,000)	0	0	0	(7,000)	0	0	0	0	0	Delete
LA		2002A	Roscrans/Marquardt Grade Separation Project	7,000				7,000				7,000						New Project
SJ		2191	San Joaquin Corridor 2nd Platforms - express services	36,000					2,000	34,000		34,000	100	1,900				New Project
SD		2190	San Onofre to Pulgas Phase 2	30,040		1,177	28,863					28,863		1,177				New Project
Var		2194	Coast Subdivision Rail Corridor Improvements	20,000			1,000	19,000				19,000	100	900				New Project
SLO		2195	Central Coast Layover Facility	12,500		4,500		8,000				8,000	3,500	1,000				New Project
				<b>98,540</b>	<b>0</b>	<b>5,677</b>	<b>29,863</b>	<b>27,000</b>	<b>2,000</b>	<b>34,000</b>	<b>0</b>	<b>89,863</b>	<b>3,700</b>	<b>4,977</b>	<b>0</b>	<b>0</b>		

Table 10: APDE - New Projects

Advanced Project Development Element (APDE) New Projects (\$'s x 1000)																		
Dist	Co	Rte	PPNO	Project	Total	Prior	18-19	19-20	20-21	21-22	22-23	RW	CON	PAED	PSE	RW Sup	Con Sup	Notes
01	LAK	29	3122	Lake-29 Expressway -Segment 2A	5,100		5,100		0	0	0	0		0	5,100			New APDE (Joint w/ RIP)
01	LAK	29	3121	Lake-29 Expressway -Segment 2B	5,100		5,100								5,100			New APDE (Joint w/ RIP)
04	SM	101	0658D	SM 101 - Managed Lanes	18,000		18,000								18,000			New APDE w/ Local funds
06	MAD	99	6297	South Madera Ave 7-Ave 12	12,000		3,000			9,000			3,000	9,000				New APDE
06	TUL	99	6369	Tulare City Widening	8,000		2,000			6,000			2,000	6,000				New APDE (Joint w/ RIP)
					<b>48,200</b>	<b>0</b>	<b>33,200</b>	<b>0</b>	<b>0</b>	<b>15,000</b>	<b>0</b>	<b>0</b>	<b>5,000</b>	<b>43,200</b>	<b>0</b>	<b>0</b>		

## Project Profiles

Unlike the 2016 STIP Fund Estimate which resulted in the deletion of almost one third of the program, the 2018 Fund Estimate provides enough new programming capacity that allows the restoration of all except three projects which were deleted in 2016. Out of the three projects, two projects have been completed using other funds while the third project does not have a credible funding plan beyond the environmental phase. The programming capacity provided by the 2018 Fund Estimate also allows Caltrans to fund cost increases for some existing projects and to program new components for existing projects and new projects.

All projects that are being carried over (that includes projects which were deleted in 2016 but are being restored) and the newly proposed ones are within the ITSP’s Strategic Interregional Corridors. All projects with the exception of Route 152 Los Banos Bypass project, are located on one of the Priority Interregional Facilities and are listed in the table below.

The 2018 ITIP provides a short discussion of currently funded ITIP projects found to be within the Strategic Interregional Corridors as outlined in the 2015 ITSP.

**Table 11: 2018 ITIP Projects and Associated Strategic Interregional Corridor**

Strategic Interregional Corridors	Route	Project Description	District	County
South Coast - Central Coast	Pac Surfliner	Central Coast Layover Facility	5	San Luis Obispo
	Pac Surfliner	Raymer to Bernson Double Track Project	7	Los Angeles
	Pac Surfliner	Roscrans/Marquardt Grade Separation	7	Los Angeles
	Pac Surfliner	Laguna Niguel to San Juan Capistrano Passing Siding	12	Orange
	Pac Surfliner	San Onofre to Pulgas Phase 2	11	San Diego
Central Coast - San Jose/San Francisco Bay Area	US 101	South Coast 101 HOV Lanes	5	Santa Barbara
San Jose/San Francisco Bay Area - Sacramento - North Coast	US 101	Eureka/Arcata Corridor Improvement	1	Humboldt
San Jose/San Francisco Bay Area - Central Valley - Los Angeles	San Joaquin	Second Platforms (Modesto, Turlock-Denair, and Fresno)	10	Stanislaus/Fresno
	152	Los Banos Bypass	10	Stanislaus
	SR 99	South Madera Ave 7-Ave 12 four to six lanes projects	6	Madera
	SR 99	Tagus 6 Lane Northbound & Southbound Widening	6	Tulare
	SR 99	Livingston Widening Northbound & Southbound	10	Merced
Sacramento Valley - Oregon	SR 70	Passing Lanes (Segments 1, 2, and 3)	2	Butte
	Capitol	Coast Subdivision Rail Corridor Improvements	4	Alameda
High Desert - Eastern Sierras - Northern Nevada	US 395	Olancho and Cartago Expressway	9	Inyo
	SR 14	Freeman Gulch Widening Segment 2	6	Kern
Central Coast - Central Valley East/West Connectors	SR 156	SR 156 West Corridor Study	5	Monterey
	SR 156	San Benito Route 156 Improvement Project	5	San Benito
	SR 41	Excelsior Expressway - 2 to 4 Lane	6	Fresno
	SR 46	SR 46 Improvements (Cholame Widening, Route 41/46 WYE, Antelope Grade)	5	San Luis Obispo
North Coast - Northern Nevada	SR 29	Segment 2A, 2B, 2C of the Lake 29 Expressway Project	1	Lake

Figure 3: 2018 New ITIP Projects and Associated Strategic Interregional Corridors

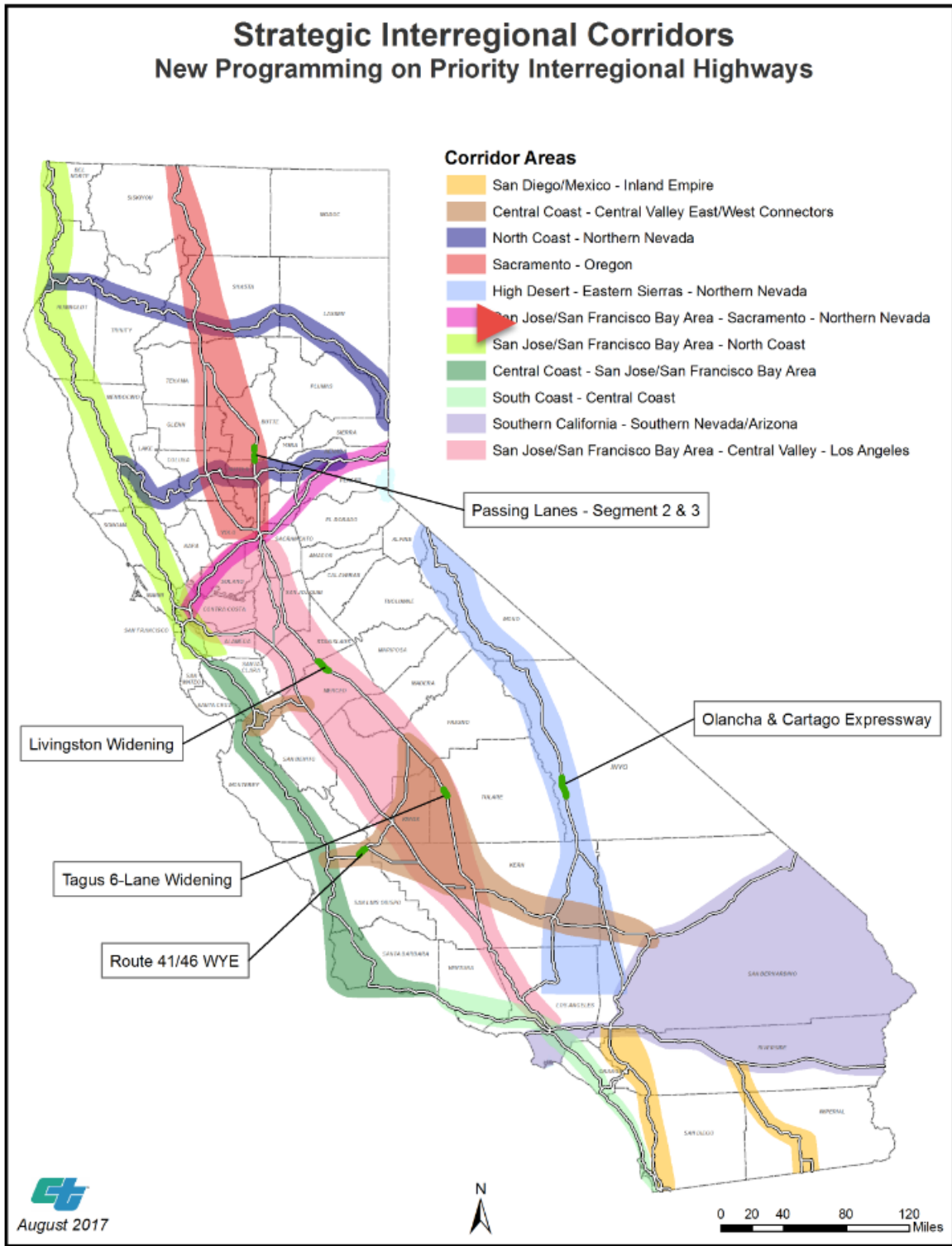


Figure 4: 2018 ITIP Projects and Associated Strategic Interregional Corridor

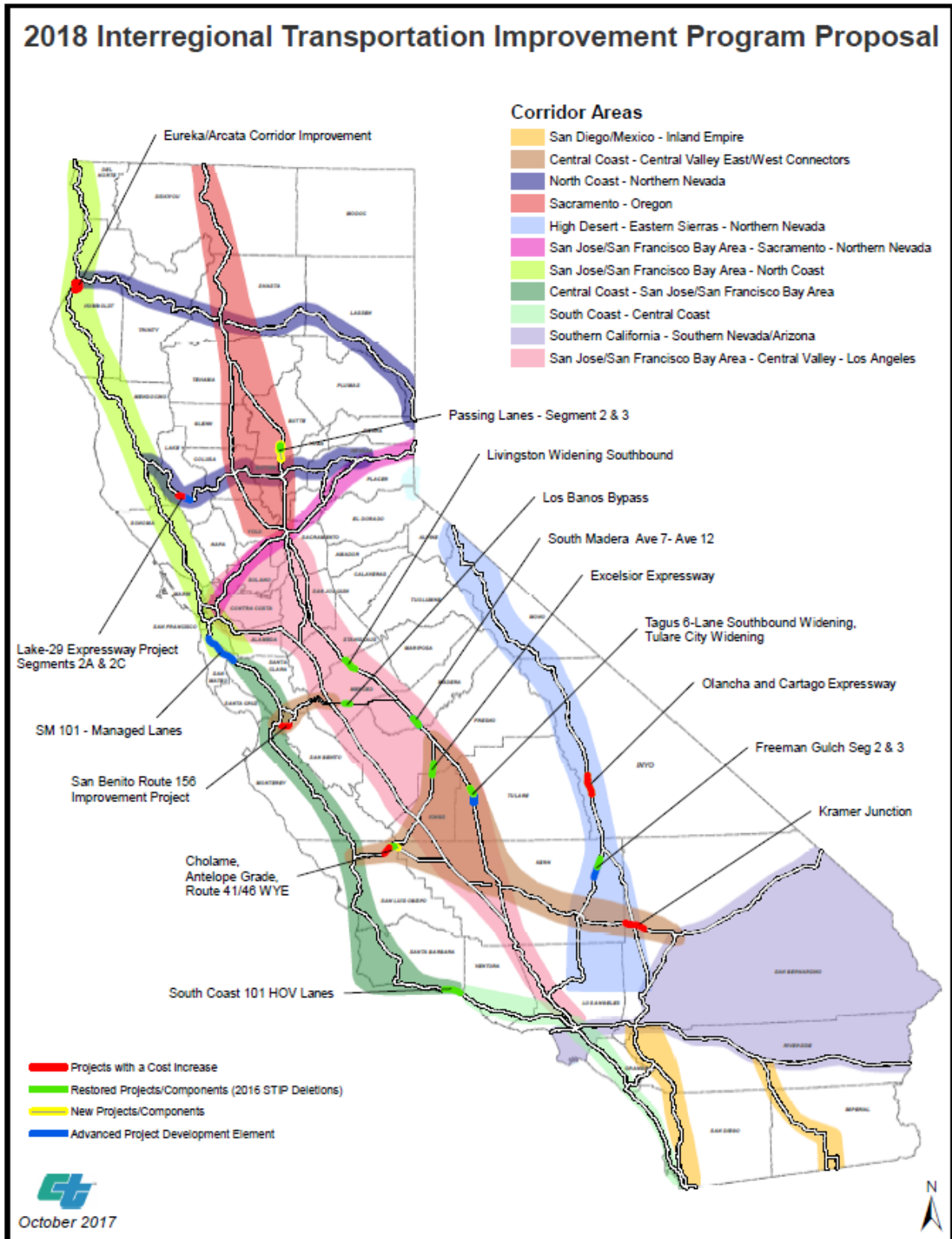




Figure 5: 2018 ITIP - Intercity Passenger Rail Projects



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

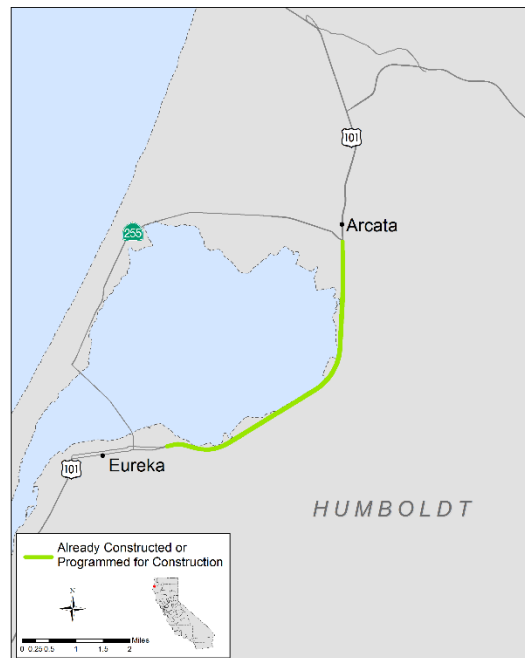
The San Jose/San Francisco Bay Area–North Coast Corridor is the coastal south-north connector linking the San Francisco Bay Area to California’s remote North Coast. US 101 is the primary transportation facility used for interregional travel and serves as a lifeline for the movement of people, goods, and services. The corridor is vital to the area’s recreational tourism and economy and serves urban and suburban areas, such as Santa Rosa, San Rafael, and numerous smaller communities.

### WILLITS BYPASS

A larger project to construct a bypass around the City of Willits to facilitate the movement of interregional goods and improve livability was recently completed and opened to traffic. Environmental mitigation is already programmed and will follow. Projects within the ITIP that are yet to be allocated include two contracts associated with improvements to portions of roadways tied to future relinquishment.

### EUREKA ARCATA CORRIDOR IMPROVEMENT PROJECT

In partnership with the Humboldt County Association of Governments, the 2018 ITIP includes the Eureka-Arcata Corridor Improvement Project on US 101. On completion, the project will (1) improve safety and reduce delays at intersections, (2) reduce operational conflicts, (3) resurface, restore, and rehabilitate the existing US 101, and (4) extend or construct right-turn acceleration and deceleration lanes. Due to sharp drop in STIP funding in 2016, the project was delayed by two years. As a result of these delays and additional structures’ costs to meet Coastal Commission requirements, project cost has gone up. The cost increase is proposed to be funded with Interregional Improvement Program (IIP) funds and Humboldt County Regional Improvement Program (RIP) funds.



State Route 99 is a high capacity north-south facility that serves interregional movement and connectivity of people and goods to and through the urban and rural areas of the San Joaquin Valley. It has been identified in the ITSP to be a Priority Interregional Facility in the San Jose/San Francisco Bay Area – Central Valley – Los Angeles Corridor. SR 99 has also been identified in the California Freight Mobility Plan as a Tier 1 freight facility, and is listed as a proposed Primary Freight Network route by the US Department of Transportation’s Federal Highway Administration. State Route 99 varies between four and six lanes through most of its length. Each transition from six to four lanes results in a bottleneck. Caltrans will continue to work towards the ultimate goal of eliminating these bottlenecks and thus providing an efficient movement of freight and people.

The San Joaquin Intercity Passenger Rail corridor extends north from Bakersfield to Sacramento and Oakland, splitting at Stockton to continue north to Sacramento and west to Oakland. In 2010 Caltrans worked with the BNSF Railway to model improvements that would be necessary to increase service from 6 to 8 daily intercity round trips. The BNSF modeling identified five projects necessary to increase service to the 8 train level. One of these projects is complete and one more is currently under construction. Each project has independent utility, so the State will improve on-time performance and operational benefits from each project prior to completing the entire set of projects.

The following projects are proposed to receive new programming.

### SECOND PLATFORMS (MODESTO, TURLOCK-DENAIR, AND FRESNO STATIONS) - SAN JOAQUIN INTERCITY PASSENGER RAIL CORRIDOR

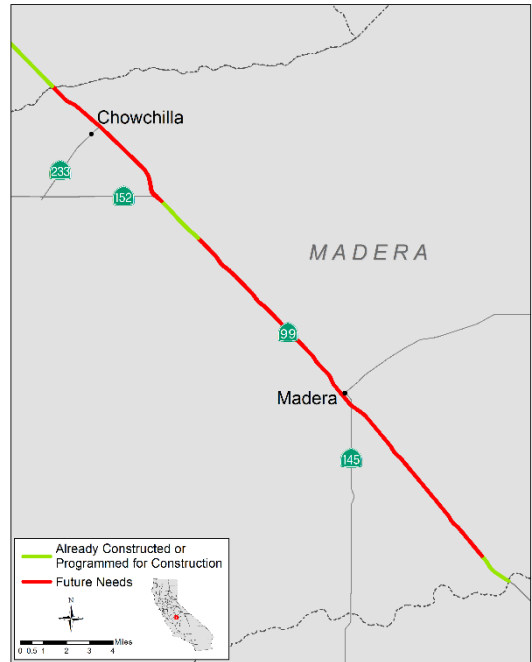
This (see Figure 5) project will extend the existing station platforms and construct a second platform at each of these three locations. These stations are currently served by a single platform and whenever there are opposing meets, one train must wait farther out at a siding while the other train serves the station. The construction of the second platform will allow two passenger trains to serve 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.



### MADERA 99

The 2016 ITIP deleted design and right-of-way programming for a total of \$4.3 million from this project that will widen a segment of SR 99 from Avenue 12 to Avenue 17 in Madera County from four to six lanes. Both design and right-of-way components are being completed using local funds, including Madera County RIP funds. Being on Tier 1 freight network facility, Caltrans expects this project to compete well for construction funding from freight-related state and federal programs. In case such funding does not materialize, Caltrans plans to fund construction in a future STIP cycle.

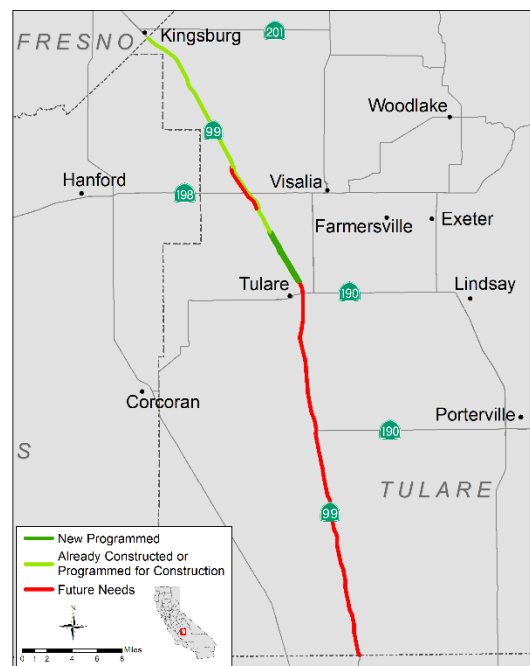
The sections of freeway to the north and south of this segment are existing six lane roadways. State Route 99 in this vicinity is at the upper end of the spectrum for projects with a very high interregional value – with 21 percent truck traffic volume and a relatively high Average Annual Daily Traffic (AADT).



### TULARE 99

The improvements in this segment are part of a long-range strategy to improve SR 99 southwards from Kingsburg to Delano. The 2016 ITIP deleted construction funding from the Tagus 6-Lane Widening project (Southbound). The 2018 ITIP proposal restores this deleted funding, funds construction for the Tagus 6-Lane Widening (Northbound) project, and requests combining both projects into a single project. The delivery of both projects as a single contract results savings in both design and potential savings in construction costs, besides reducing impacts to travelling public. Tulare County is the funding partner on this project. Tulare is programming RIP funds for PS&E, Right of Way (R/W), and Construction.

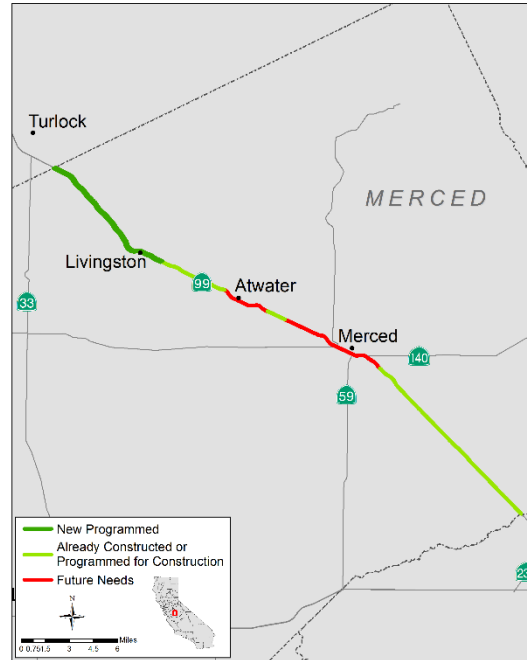
This segment of SR 99 in the corridor has high interregional value – 18 percent truck traffic and relatively high AADT.



## MERCED 99

State Route 99 north and south of the project area is an existing six lane freeway. The vicinity of the project area has high interregional value – 25 percent truck traffic and a relatively high AADT.

The 2016 ITIP deleted construction funding for the Livingston 6-Lane Widening (Southbound) project. The 2018 ITIP proposal restores construction funding for the southbound project and also funds construction for the northbound project.



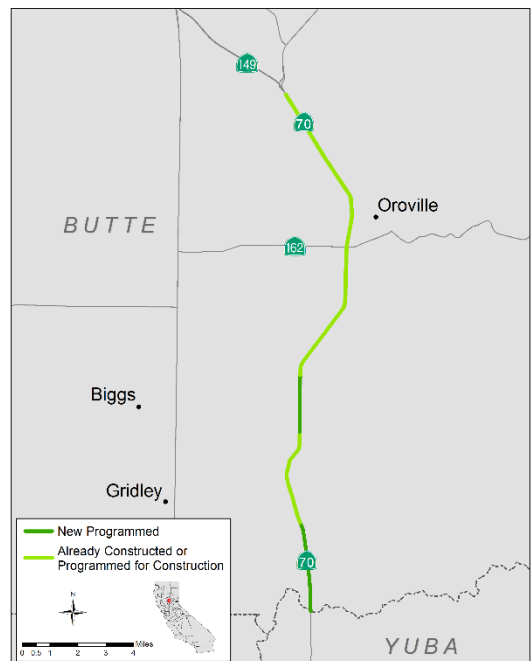
## Sacramento – Oregon Corridor

The Sacramento Valley – Oregon Corridor links the Sacramento Valley to the North State and the Oregon border. This is an important connection between California and states to the north and ultimately provides an international connection to Canada. The corridor supports the movement of people and freight, including recreational travel, and provides important connection for emergency response and resiliency for the region. Much of the Sacramento Valley is utilized for agricultural purposes and is dependent on this corridor for exporting products and importing farming and ranching supplies.

### BUTTE 70 PASSING LANES

State Route 70 is a north-south facility that needs to provide a consistent, high level of service for interregional movement and connectivity of people and goods to and through the urban and rural areas in the northern Central Valley of California. Furthermore, as demonstrated during the recent failure of the main spillway of the Oroville Dam, SR 70 also serves as a critical evacuation route in such situations. In the area under development, SR 70 is presently a two-lane conventional highway with few passing opportunities. Many uncontrolled driveways and side roads intersect the highway. Travel on the facility is at a high speed and accidents, when they occur, are often violent.

The ITIP originally included, with joint funding from Butte County, two widening segments of the overall corridor between the communities of Oroville in Butte County and Marysville in Yuba County. Segment 1 has been previously fully funded. The 2016 ITIP deleted pre-construction funding from Segment 2. As part of 2018 SHOPP, the Segment 1 will combined with a proposed SHOPP project which results in reduced needs of IIP funds for Segment 1. The 2018 ITIP proposes to restore Segment 2 and fund it for construction using IIP savings from Segment 1. The 2018 ITIP also proposes to program Segment 3 through construction.



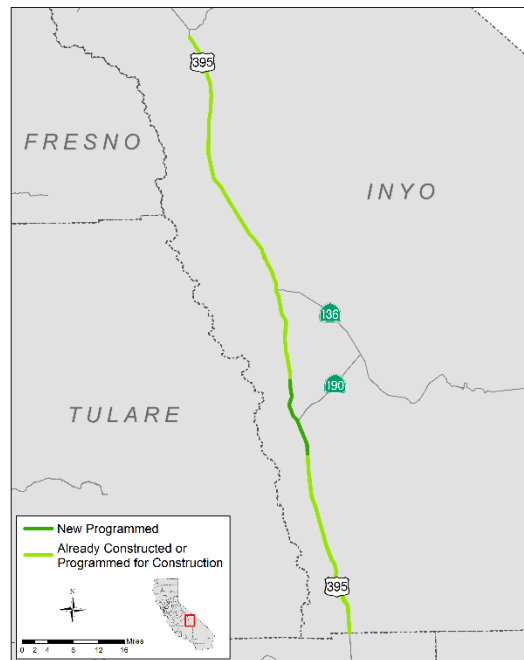
## High Desert – Eastern Sierras – Northern Nevada Corridor

The High Desert – Eastern Sierra – Northern Nevada Corridor links the Los Angeles region to northern Nevada, including Lake Tahoe and Reno. It is an eastern California, north-south corridor and traverses the east side of the Sierra Nevada mountain range. The corridor serves local trips and interregional and interstate movement of people, goods, and recreational travel. It also provides lifeline accessibility for rural communities where there are no alternative routes to access goods and services or for detours in the event of a road closure.

### OLANCHA AND CARTAGO EXPRESSWAY

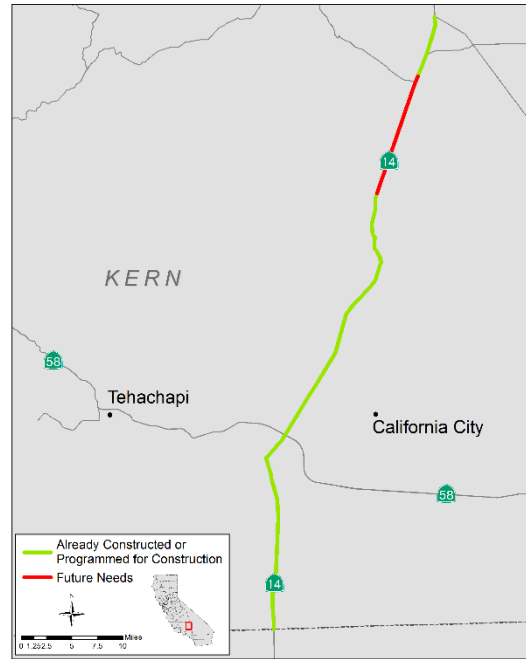
The project has been developed in partnership with Mono, Kern, and Inyo counties which have been funding 60 percent of the project costs. During the 2016 ITIP, the construction funding was deleted. The 2018 ITIP proposes to restore construction funding. Mono and Inyo will restore their share of RIP funds. During the 2016 STIP, Inyo and Mono programmed additional shares to fully fund Route 14 - Freeman Gulch, Segment 1 in Kern County when Kern and Caltrans removed their RIP and IIP shares respectively due to the 2016 STIP funding shortfall. Caltrans is reprogramming their deleted shares in addition to their current share on Olancha and Cartago Expressway project. There is still a funding shortfall which is backfilled with regional STIP shares from Mono and Inyo counties.

The High Desert – Eastern Sierra – Northern Nevada Corridor is vital to the economy of the Eastern Sierra region. Goods movement along the corridor is significant as evidenced with 21.5 percent truck traffic. Traffic is a mix of slower recreational and commercial vehicles, local traffic, and faster passenger vehicles. Vehicles are traveling at higher speeds as they enter this section of highway from four-lane divided expressway on either side of the project location. All of these factors lead to queuing within the communities, driver frustration, and frequent unsafe passing maneuvers, resulting in a fatal accident rate that is 1.5 times the statewide average.



### FREEMAN GULCH WIDENING; SEGMENTS 1 AND 2

These projects are along SR 14 which serves as principal access route into the Inyo and Mono County recreation areas from the Los Angeles basin. These projects will relieve congestion, provide significant safety benefits by separating the oncoming traffic with a divided median, and constructing passing lanes to breakup traffic queues. As described under Olanca Cartago project profile, Segment 1 is fully funded. The 2018 ITIP proposes to fund the design phase for Segment 2.



### Southern California – Southern Nevada/Arizona Corridor

The Southern California–Southern Nevada/Arizona Corridor connects Southern California’s seaport gateways, and the massive logistics and manufacturing sectors that are based in the region to the rest of the country via three Interstate highways (10, 15, and 40) and parallel freight rail routes owned and operated by UPRR and BNSF. The region is the nation’s largest and most important freight gateway and corridor for international trade. Also, I-15 and I-40 link to the San Joaquin Valley via SR 58 and provide connectivity to the southern United States for the nation’s most productive agricultural region in the Central Valley.

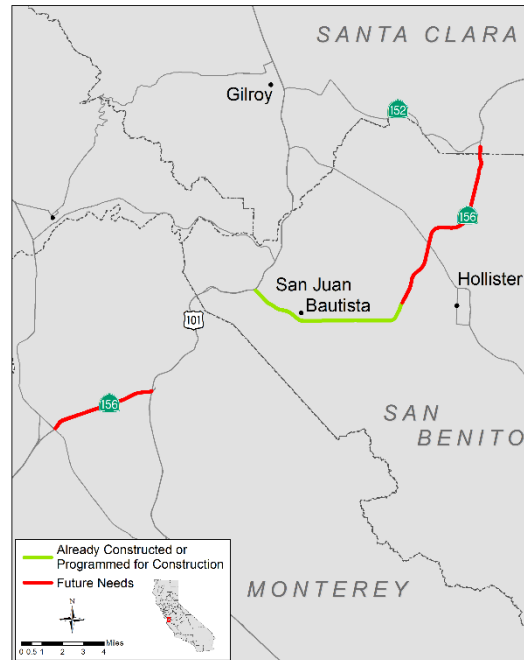
The Southern California – Southern Nevada/Arizona Corridor is new to the interregional program. Caltrans, with its District offices, will work with the regional partners to identify new projects on the Priority Interregional Facilities identified in the ITSP.

## Central Coast – Central Valley East/West Connectors

The Central Coast – Central Valley East/West Connectors corridors encompasses two important corridor movements: SR 152 and SR 156, and SR 46, SR 41, and SR 58. These facilities provide connectivity from the Central Coast where a significant amount of agricultural products are grown, to the processing facilities in the San Joaquin Valley. Accessing the Central Coast is not only critical for agricultural production, but for tourism as well.

### STATE ROUTE 156 WEST CORRIDOR STUDY

State Route 156 in Monterey County is the tourist and freight route connecting Monterey peninsula with Silicon Valley and Central Valley. High volumes of slow-moving truck volumes during the agriculture peak season result in traffic back-ups and collisions. This project will reduce congestion and improve safety by providing safe passing opportunities.



### SAN BENITO ROUTE 156 IMPROVEMENT PROJECT

State Route 156 is an east-west interregional facility connecting the Monterey Peninsula to US 101 and SR 152. It serves agricultural truck travel out of the Castroville, Monterey Bay, Salinas Valley, Hollister area to the San Joaquin Valley. It is the only direct agricultural goods movement and recreational route south of the Bay Area connecting the coast and the San Joaquin Valley. State Route 156 also provides for recreational travel to the Monterey Bay Area from points north and south via US 101 and to other regions via I- 5 and SR 99.

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

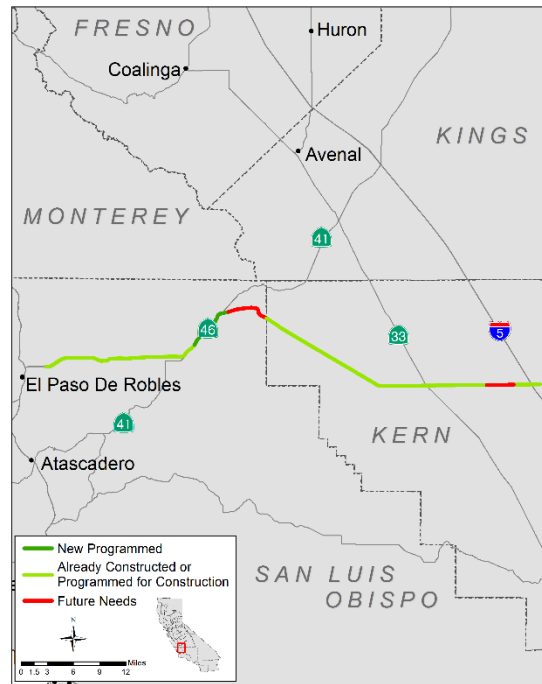
Once completed, this project will close a gap in the existing 4-lane expressway SR 41 facility between the City of Fresno and SR 198 in the City of Lemoore, the site of a US Naval Base. The project will improve the regional movement of freight and goods, and local farm-to-market travel. The project will also relieve congestion, separate oncoming traffic with a divided median, and breakup traffic queues by providing safe passing opportunities to pass around slow-moving agriculture traffic.

### STATE ROUTE 46 CORRIDOR IMPROVEMENTS

State Route 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 along US 101 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 4-lane expressway. Critical gaps still remain at the intersection of SR 46 & SR 41 and the climb through the Antelope Grade to the Kern County line.

The 2018 ITIP proposal makes significant investments in eliminating these gaps by fully funding the Route 41/46 WYE and funding the Antelope Grade project through R/W phase. The current rate of fatalities and injuries at the Route 41/46 intersection is three times the state average. Once completed, this project will improve safety by replacing the existing at-grade intersection with grade separated structures. The Antelope Grade project, when completed, will facilitate safe and efficient movement of freight and people by providing passing opportunities around the slow-moving freight and recreational traffic navigating up the Antelope Grade.

On the Kern county side of SR 46, it is anticipated that Caltrans will fund construction of Segment IV-B, in a future STIP cycle.



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

The San Jose/San Francisco Bay Area – Sacramento Valley – Northern Nevada Corridor is a major east-west corridor that connects the Bay Area to Reno, Nevada and is new to the interregional program. Interstate 80 (I-80) is a transcontinental highway route that begins in San Francisco and ends in New Jersey, and has been identified as a Tier 1 freight network facility in the California freight Mobility Plan and is proposed by Federal Highway Administration to be a designated component of the National Freight Network. State Route 49, from Auburn to Nevada City, and State Route 20, from Nevada City to I-80, serve as an alternative route to I-80 during road closures.

Caltrans continues to work with both the local District offices and the State’s regional partners to identify new operations and capacity projects in this corridor.

### COAST SUBDIVISION RAIL CORRIDOR IMPROVEMENTS

The project is located on the Union Pacific Railroad (UPRR) between Oakland and Newark. The proposed project will modernize the track and signal system for faster, safer and more reliable operations in this corridor segment. It will increase speed through the Coast and Niles Junction and

reduce delays for the Capitol Corridor, Coast Starlight and freight trains. Immediate benefits of this track upgrade project will be improved goods movement, reduced fuel usage and the resulting emissions, better passenger rail reliability, improved ridership, and safer operations for passenger and freight rail services. Safety improvements will also accrue at grade crossings. Longer term benefits are that this project starts the process of reducing conflicts between freight and passenger rail services in the East Bay portion of the San Francisco Bay Area in a manner consistent with Capitol Corridor Joint Powers Authority's (CCJPA) Vision Implementation Plan and the 2018 Draft State Rail Plan.

## North Coast – Northern Nevada Corridor

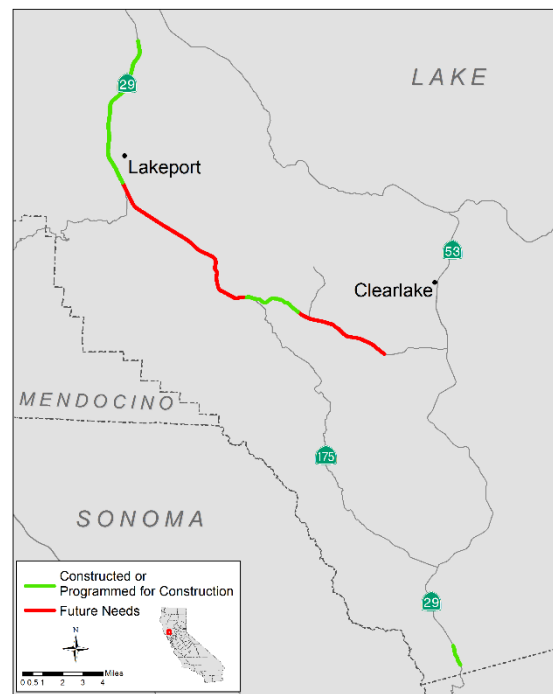
The North Coast–Northern Nevada Corridor consists of two separate east-west northern California highway corridors between the coast to the eastern part of California and Nevada. The first corridor is from Humboldt County to Lassen County and on to Reno and it includes segments of SR 299, 44, 36, and US 395. The second corridor is from Mendocino County to Nevada County and I-80 (portions of SR 20, SR 29, and SR 53). These routes provide access to communities throughout the region, supporting the regional economy and providing connection to emergency services and vital health and human services.

The two major interregional facilities travel through mostly rural areas connecting rural communities, urban areas, and tribal reservations. The interregional facilities provide 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. These routes support the local economy, including freight movement and recreational tourism, and are the major transportation corridors for response and recovery efforts in case of emergencies such as forest fires.

### LAKE 29 EXPRESSWAY PROJECT

Segment 2C - The project will improve traffic safety by providing safe passing lanes which reduce the possibility of fatal head-on collisions. The project will provide improved bike and pedestrian facilities by constructing wider shoulders. The project will also help facilitate efficient movement of goods between US 101 and I-5. Over a 40 month period, there have been four fatalities within the project limits making this a high safety priority. Roughly half of the project is SHOPP safety funded, the remainder split closely evenly between Lake County RIP shares and interregional shares.

The environmental for other two Segments, 2A and 2B has already been completed. The 2018 ITIP proposes to fund design for both projects jointly with RIP shares from Lake County.





## San Diego/Mexico – Inland Empire Corridor

The corridor forms the main link between Mexico and Southern California through two separate connections. Its primary purpose is to accommodate the flow of goods and people moving between the US and Mexico. The two connections serve interregional and intraregional trips, providing access to local, recreational, and freight facilities. The connections are not large in size compared to other interregional corridors within California, but they are important and unique because they are the largest direct international connections in the State.

Caltrans continues to work with both the local District offices and the State's regional partners to identify new operations and capacity projects in this corridor.

## South Coast – Central Coast Corridor

The South Coast Corridor–Central Coast Corridor connects the Central Coast to Southern California, linking the heavily urbanized southern California with the more rural counties further north. The major travel patterns along the corridor include freight movement, recreational tourism, and local commuter traffic. The major interregional transportation facilities are US 101, I-5, and the Pacific Surfliner intercity passenger rail corridor. State Route 74 is an IRRS route that links I-5 to I-15 within the region of Southern California.

The majority of the corridor is within urbanized areas, with a limited rural segment in the northern portion in Santa Barbara County. The corridor accommodates goods movement via highway and railroad. The California State rail system includes the Pacific Surfliner Intercity Rail, commuter, and freight rail services, along with the infrastructure to operate them. All three systems frequently share the same infrastructure, which is generally owned by private railroads.

### CENTRAL COAST LAYOVER FACILITY AND STATION EXPANSION – PACIFIC SURFLINER CORRIDOR

The existing single track layover facility is located directly across from the San Luis Obispo Amtrak station. The project will construct approximately 3,000 feet of new and/or rehabilitated layover track will improve intercity rail service. The Pacific Surfliner would be able to improve the ridership, revenue, and expand service of intercity rail passenger service through additional layover capacity. The project will facilitate the maintenance of equipment mid-route and at route terminus. It would allow additional passenger trains to hold overnight and allow a second more convenient morning departure from San Luis Obispo. It would also provide a facility to hold and service a train set used for the proposed Coast Daylight.

### ROSCRANS/MARQUARDT GRADE-SEPARATION – PACIFIC SURFLINER CORRIDOR

The Rosecrans/Marquardt at-grade crossing is one of the most dangerous and congested crossings in the region. In addition to being part of a critical north-south route for intercity and commuter trains, this grade-crossing also serves a major east-west freight route that provides goods movements from the Ports of Los Angeles and Long Beach. This project will construct a grade-separation to improve

congestion and provide a much safer pedestrian environment. Furthermore, eliminating idling trucks and autos will improve the air quality in the communities surrounding the project location. This project is fully funded with various funding sources besides IIP.

#### RAYMER TO BERNSON DOUBLE PROJECT – PACIFIC SURFLINER CORRIDOR

The project will construct approximately 39,000 feet of second mainline and four turnouts, construct four bridge structures, and relocate portions of the existing tracks. Upon completion, this project will result in improvements in on-line performance of intercity rail service in the corridor.

#### LAGUNA NIGUEL TO SAN JUAN CAPISTRANO PASSING SIDING – PACIFIC SURFLINER CORRIDOR

This single-track segment limits the reliability of overall train operations in the area and complicates the more intense commuter operations to the north, since many of the trains terminate at the Metrolink Station. The passing siding project would reduce existing congestion at the Metrolink Station, thereby providing more reliable corridor operations and fewer delays. This project will reduce greenhouse gas through reduced Vehicle Miles Traveled (VMT) emissions and increases the efficient movement of freight. The addition of sidings in this location will allow for increased train frequencies, improved operational reliability, increased capacity, and decreased train delays.

#### SAN ONOFRE TO PULGAS TRACK PHASE 2 – PACIFIC SURFLINER CORRIDOR

The project will construct 1.6 miles long second track to provide additional passing opportunities for passenger and freight trains. The scope of work also includes construction of two new bridge structures. Once completed, this project will improve passenger trains headways and on-time performance by providing additional operational flexibility for both passenger and freight trains.

#### SANTA BARBARA 101 - SOUTH COAST 101 HOV LANES

The purpose of this project is to reduce congestion and delays, provide capacity for future travel demand, improve travel time, and provide for HOV lane continuity on US 101 in the Santa Barbara and Carpinteria vicinity. In this area, US 101 serves as a critical link for interregional goods movement, and coastal access travel between the Los Angeles basin and the San Francisco Bay area. The ITIP funds a small part of this project in recognition of importance of maintaining interregional continuity through the Santa Barbara region.

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

The Central Coast–San Jose/San Francisco Bay Area Corridor connects the Central Coast to San Jose and San Francisco Bay region. US 101 is the major interregional transportation facility that traverses the entire corridor, with intercity rail services, including the under-construction high-speed-rail corridor covering part of the corridor in the northernmost portion. The Central Coast is a significant agricultural region.

US 101 handles interregional, regional, and local traffic. US 101 also serves the National Guard training installations at Camp Roberts and Fort Hunter Liggett and provides access to Vandenberg Air Force Base. The route is significant for goods movement and serves the agriculture and food processing and packaging industries that form the economic base for much of the Central Coast. In addition to connecting with the southern portion of the San Francisco Bay Area, US 101 connects the Salinas Valley agricultural production areas to the northern San Joaquin Valley via SR 156 and SR 152. The SR 41 and

SR 46 corridor connects the San Luis Obispo and Paso Robles area with the central San Joaquin Valley and the food processing and distribution facilities located along the SR 99 corridor.

The rail facilities identified in this corridor includes high-speed rail at the northernmost portion of the corridor connecting the San Joaquin Valley to the San Francisco Bay Area, intercity and commuter rail, and freight rail. All three systems frequently share the same infrastructure, which is generally owned by the railroads. A new passenger rail service, the Coast Daylight, is being developed to provide regular service between San Luis Obispo and the San Francisco Bay Area, with an onward connection with the Capitol Corridor.

#### SAN MATEO 101 – MANAGED LANES

This project will construct an Express/HOV lane in each direction from the end of the Santa Clara County Express Lane at Matadero Creek to north of Interstate 380. The ITIP proposes to fund the design phase jointly with local funding from San Mateo County Council of Area Governments (SM/CCAG). This portion of US 101 is the most congested corridor in the nine-county bay area. The congestion in this corridor is so severe that the recently passed SB 1 highlighted this corridor while making a case for congestion relief on California freeways passing through urbanized areas. This project will construct 22 miles of managed lanes in each direction. Once completed, this project will reduce congestion and provide more reliable travel times to the travelling public.

## Future ITIP Programming Considerations

Based upon recently passed legislation, SB 1, which stabilizes the STIP funding going forward, it is anticipated that new projects will be programmed in the 2020 STIP cycle. These projects will be consistent with the STIP Guidelines, the 2015 ITSP and its core project selection criteria, and highlight how they meet GHG reduction targets laid out by AB 32, SB 391, and Executive Orders S-3-05 and B-30-15.

Caltrans will continue to work with its regional partners to ensure that all ITIP projects are consistent with their respective Regional Transportation Plans. In particular, any programmed capital improvement project will continue to be consistent with MPOs that are required to vet all transportation projects to ensure they are compliant with SB 375 and regions Sustainable Communities Strategy.

Consideration for future projects will include, but are not limited to:

- Consistency with the ITSP
- Consistency with the California Freight Mobility Plan
- Coordination with the California High Speed Rail Authority
- Projects ready for construction

Future rail projects will involve ongoing coordination between Caltrans and the CHSRA. The CHSRA is required to fully integrate its high-speed rail system with the “state’s existing intercity rail and bus network, consisting of interlinked conventional and high-speed rail lines and associated feeder buses” (Public Utilities Code 185030). The intercity network, in turn, is required to be “fully coordinated and connected with commuter rail lines and urban rail transit lines developed by local agencies, as well as other transit services, through the use of co-located station facilities whenever possible.”



To that end, the California State Transportation Agency (CalSTA) initiated a long range planning process in 2014 to integrate the State’s high-speed rail system, as described in the latest Business Plan, with California’s intercity rail and commuter rail systems. The expected outcome of this planning process will be a Network Integration Strategic Service Plan (NISSP) that builds consensus around a vision for passenger rail in the State.

The NISSP will identify a set of statewide infrastructure improvements targeted at integrating the State’s rail networks in a manner that optimizes performance and ridership across the entire system, while also providing connections to regional transit systems. Lastly, with the identification of several new corridors from the 2015 ITSP, Caltrans will work with its regional transportation partners to begin to identify multi-objective projects in the I-5, I-10, I-15, and I-80 corridors, for future STIP cycles.

#### ITIP ON-SYSTEM PARTNERING POLICY

The Department holds the view that STIP funds are meant to be used on the state highway system as long as state highway needs exist. In many areas of the state, STIP is the sole source for funding improvements to the state highway system. The Department also acknowledges that many regions have needs for rehabilitation and expansion of local streets and roads, and that dedicated non-STIP fund sources exist for those purposes. Some regions choose to prioritize local streets and roads above the state highway system when funding through the RTIP.

As noted earlier, the demand for the Department's ITIP funding greatly exceeds the capacity. Many regions express the desire for partnering on projects of regional and interregional value. When electing to program ITIP to a highway project in a county, the Department will consider how a region chooses to prioritize their RIP funds.

## 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 which was programmed in

the 1996 STIP. Grandfathered funds are taken off the top prior to 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.

In accordance with Caltrans policy, all budgets for grandfathered work is communicated to Caltrans headquarters and is maintained in the CTIPs database. Changes and updates are reviewed and approved through the Project Change Request (PCR), Caltrans's change control process. Table 12 on the following page details the budget, expenditure report, and status for all ongoing grandfathered 1996 STIP projects.

Below is a brief discussion on projects with cost increases since last reported in the 2016 STIP.

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

The Willits Bypass project includes the main bypass contract and several contracts to address project mitigation. In the 2016 Grandfathered STIP update, Caltrans reported a \$76.4 million cost increase. The support cost estimate, as originally prepared, underestimated the needed resources to address the environmental mitigation requirements. In addition, other unanticipated costs were incurred to address deficiencies and alteration to the contract documents and to fully comply with subsequent US Army Corps of Engineer permit requirements.

The main bypass project was completed in December 2016 and the four mitigation projects are scheduled for completion in December 2020. Since last reported in 2016, support costs have increased by an additional \$2,894,000, from \$155,408,000 to \$158,302,000, mainly due to additional utility relocation work and appraisal and acquisition costs for additional parcels needed on one of the mitigation projects.

#### [Casitas Pass & Linden Avenue Interchanges \(PPNO 0482\)](#)

The Casitas Pass & Linden Avenue Interchanges project improves operations by reconstruction of the interchange, reconfiguring ramps and replacing a bridge. Since last reported in 2016, support costs have increased by \$3,567,000, from \$30,542,000 to \$34,109,000. The cost increases were due to environmental and permit issues. A supplemental EIR was required, along with additional coordination with the Federal Emergency Management Agency (FEMA) for floodplain mapping, and additional requirements for coastal permits.

#### [Baldwin Park – Sound walls \(PPNO 0309S\)](#)

The Baldwin Park sound walls project is part of a larger high occupancy lane project on Route 10 between Puente Avenue and Citrus Street. Since last reported in 2016, support costs have increased by \$1,055,000, from \$4,590,000 to \$5,645,000. Differing site conditions between survey data and field data led to design modifications to alignment of the sound walls. Also, sub-surface geological variations required modifications to the foundations. Project completion is scheduled for November 2018.

Table 12: 1996 Grandfathered STIP Project List


**TABLE 12 - 1996 Grandfathered STIP Project List**

**STIP Grandfathered Support Project List (\$'s x 1000)**

DIST	CO	RTE	PPNO	PROJECT	GF STIP Budget (2012 Initial	GF STIP Budget (2016 Report) <sup>1</sup>	Budget Update 2018 <sup>1</sup>	GF STIP Expenditures <sup>2</sup>	Notes
					TOTAL	TOTAL	TOTAL	TOTAL	
01	MEN	101	0125F	Willits Bypass (Includes PPNOs 0125X, 0125Y, 0125W, 0125Z)	79,000	155,408	158,302	132,431	Parent project completed December 2016. Remaining mitigation projects scheduled for completion December 2020. See notes on previous page.
05	SB	101	0482	Casitas Pass & Linden Ave interchanges	23,932	30,542	34,109	25,298	Project completion scheduled for December 2021. See notes on previous page.
07	LA	10	0309S	Baldwin Park - Soundwalls	4,590	4,590	5,645	2,836	Project completion scheduled for November 2018. See notes on previous page.
07	LA	5		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.
07	LA	5	2808A	Orange County to Rte 605 - Carmenita Interchange	30,845	30,845	30,845	29,732	No change, support budget capped per agreement.
07	LA	710	0219M	Route 10 to Route 210 - New 6 lane fwy (R/W Support Only)	330,000	330,000	330,000	65,664	On-going R/W Support costs on Route 710.
08	RIV	215	0122C	Route 60/91/215 Interchange: Follow-up Landscaping (#2)	1,350	1,586	1,599	1,493	Project completed June 2016 with minor support budget adjustment.
08	RIV	215	0121J	60/91/215 Interchange: Follow-up Landscaping (#3)	978	978	978	946	Project completed May 2016.
08	RIV	215	0121V	Route 60/91/215 Interchange: Follow-up Landscaping (#4 & #5) (PPNOs 121S and 121R combined into PPNO	1,520	1,520	1,520	905	Project completion scheduled for March 2018.

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

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

 Budget revisions since last reported in 2016 ITIP

## Appendix A – Project Programming Requests

### PPR Index

Co	RTE	PPNO	Project	Page
HUM	101	0072	Eureka/Arcata Corridor Improvement	38
HUM	101	2389	Eureka/Arcata Corridor Improvement - Mitigation	43
LAK	29	3122	Lake-29 Expressway -Segment 2A	46
LAK	29	3121	Lake-29 Expressway -Segment 2B	50
LAK	29	3100	Segment 2C of the Lake-29 Expressway Project	54
MEN	101	0125W	Willits Bypass - Relinquishment of Bypassed Route 101	58
MEN	101	0125Z	Willits Bypass - Sherwood Road Geometric Upgrades	62
BUT	70	9801	SR70 Passing Lanes (Segment 1)	66
BUT	70	9801A	SR70 Passing Lanes (Segment 2)	70
BUT	70	9801B	SR70 Passing Lanes (Segment 3)	74
SM	101	0658D	SM 101 Managed Lanes	79
MON	156	0057C	Route 156 West Corridor	84
SBT	156	0297	San Benito Route 156 Improvement Project	88
SLO	46	0226J	Cholame	93
SLO	46	0226K	Route 41/46 Wye	96
SLO	46	0226L	Antelope Grade	100
SB	101	7101	South Coast 101 HOV Lanes	103
FRE	41	6705	Excelsior Expressway	108
KER	14	8042B	Freeman Gulch Seg 2	112
KER	46	3386C	Route 46 Widening - Segment 4A	115
MAD	99	6297	South Madera Ave 7- Ave 12	119
TUL	99	6400E	Tagus 6-Lane Southbound Widening	122
TUL	99	6400F	Tagus 6-Lane Northbound Widening	126
TUL	99	6400G	Tagus 6-Lane Widening (Combined)	130
TUL	99	6369	Tulare City Widening	133
SBD	58	0215C	Kramer Junction	137
INY	395	0170	Olancha and Cartago Expressway	140
INY	395	0170A	Olancha and Cartago Archaeological Pre-Mitigation	145
MER	99	0161A	Livingston Widening Northbound	149
MER	99	0161B	Livingston Widening Southbound	153
MER	152	5707A	Los Banos Bypass	156
LA	-	2098	Raymer to Bernson Double Track Project	160
LA	-	2106	Burbank Airport and Rail Station Pedestrian GS	164
ORA	-	2107	Laguna Niguel to San Juan Capistrano Passing Siding	168
SD	-	2108	Del Mar Bluffs Stabilization Project 4	172
VAR	-	2065	Cap. Mtncce - Capitol/San Joaquin/Pacific Surfliner	175
LA	-	2002A	Roscrans/Marquardt Grade Separation Project	178
SJ	-	2191	San Joaquin Corridor 2nd Platforms - express srvcs	182
SD	-	2190	San Onofre to Pulgas Phase 2	185
Var	-	2194	Coast Subdivision Rail Corridor Improvements	189
SLO	-	2195	Central Coast Layover Facility	192

NOTE:

Highway Projects
Rail Projects



## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	09/26/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
01	36600	0100000127	0072			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
HUM	101	79.8	85.8	Humboldt County Association of Governments		
				MPO	Element	
				Non-MPO	CO	
Project Manager/Contact		Phone		E-mail Address		
JEFF PIMENTEL		707-445-6440		<a href="mailto:jeffrey.pimentel@dot.ca.gov">jeffrey.pimentel@dot.ca.gov</a>		
<b>Project Title</b>						
Eureka/Arcata Corridor Improvement						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
In Eureka and Arcata, from Eureka Slough Bridge to Route 101/255 separation. Upgrade 4 lane facility (Alternative Y 4).						
<b>Component</b>						
		Implementing Agency				
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
<b>Legislative Districts</b>						
Assembly:	1	Senate:	2	Congressional:	1	
<b>Project Benefits</b>						
<b>Purpose and Need</b>						
This US 101 corridor improvement project proposes long term safety improvements to seven at-grade intersections and will reduce operational conflicts and delays at these intersections. Improvements are necessary to decrease collisions, to minimize confusion related to merge and turn movements and to reduce wait times for turn movements. The proposed interchange at Indianola Cutoff will facilitate closing median crossings to provide a safe, reliable and modern transportation facility, consistent with State and Regional Transportation						
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>
State Highway Road Construction		New bridges			each	1
State Highway Road Construction		MBGR			Feet	3000
State Highway Road Construction		new roadway			lane miles	8700
State Highway Road Construction		traffic signal			each	1
ADA Improvements	Yes	Bike/Ped Improvements	Yes	Reversible Lane analysis	No	
Includes Sustainable Communities Strategy Goals		No		Reduces Greenhouse Gas Emissions	No	
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						07/01/01
Circulate Draft Environmental Document			Document Type	EIS		06/21/07
Draft Project Report						06/21/07
End Environmental Phase (PA&ED Milestone)					05/02/2016	01/10/17
Begin Design (PS&E) Phase					06/01/2016	01/11/17
End Design Phase (Ready to List for Advertisement Milestone)					05/01/2018	08/01/20
Begin Right of Way Phase					06/01/2016	09/15/17
End Right of Way Phase (Right of Way Certification Milestone)					03/01/2018	09/15/18
Begin Construction Phase (Contract Award Milestone)					09/01/2018	03/17/21
End Construction Phase (Construction Contract Acceptance Milestone)					08/01/2020	12/01/23
Begin Closeout Phase					09/02/2020	12/01/24
End Closeout Phase (Closeout Report)					09/01/2021	09/01/27

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,



**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 09/26/17

**Additional Information**

Additional Outputs/Outcomes: State Highway Road Construction, sidewalk, feet, 1600; State Highway Road Construction, curb ramps, each, 4; State Highway Road Construction, Cable Median Barrier, feet, 3000.

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 09/26/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
01	HUM, ,	101, ,	36600	0100000127	0072	
<b>Project Title:</b> Eureka/Arcata Corridor Improvement						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	3,063							3,063	Caltrans
PS&E	2,656							2,656	Caltrans
R/W SUP (CT)	399							399	Caltrans
CON SUP (CT)				2,100				2,100	Caltrans
R/W	2,660							2,660	Caltrans
CON				25,900				25,900	Caltrans
<b>TOTAL</b>	<b>8,778</b>			<b>28,000</b>				<b>36,778</b>	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	3,063							3,063	
PS&E	4,989							4,989	
R/W SUP (CT)	585							585	
CON SUP (CT)				4,052				4,052	
R/W	2,660							2,660	
CON				34,114				34,114	
<b>TOTAL</b>	<b>11,297</b>			<b>38,166</b>				<b>49,463</b>	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Humboldt County Association of Ge
PS&E									
R/W SUP (CT)	399							399	
CON SUP (CT)				2,100				2,100	
R/W	2,660							2,660	
CON				10,200				10,200	
<b>TOTAL</b>	<b>3,059</b>			<b>12,300</b>				<b>15,359</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	350							350	
R/W SUP (CT)	427							427	
CON SUP (CT)				2,393				2,393	
R/W	2,660							2,660	
CON				11,432				11,432	
<b>TOTAL</b>	<b>3,437</b>			<b>13,825</b>				<b>17,262</b>	

Fund No. 2:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	2,613							2,613	Humboldt County Association of Ge
PS&E	2,496							2,496	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>5,109</b>							<b>5,109</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	2,613							2,613	
PS&E	2,496							2,496	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>5,109</b>							<b>5,109</b>	

Fund No. 3: Demo - Demonstration-State TEA21 (DEMOS21)									Program Code
Existing Funding (\$1,000s)									20.30.010.680
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	450							450	
PS&E	160							160	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	610							610	
Proposed Funding (\$1,000s)									
E&P (PA&ED)	450							450	
PS&E	160							160	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	610							610	

Fund No. 4: IIP - National Hwy System (NH)									Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				15,700				15,700	
TOTAL				15,700				15,700	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E	1,983							1,983	
R/W SUP (CT)	158							158	
CON SUP (CT)				1,659				1,659	
R/W									
CON				22,682				22,682	
TOTAL	2,141			24,341				26,482	

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 09/26/17

District	County	Route	EA	Project ID	PPNO	Alt Proj.
01	HUM	101	36600	0100000127	0072	

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

Requesting additional capital and support funding

**Reason for Proposed Change**

Capital cost increases: \$2,222 escalation due to a STIP delay from FY 18/19 to 20/21, \$1,376 structures cost increase due to requirements to meet Coastal Commission Consistency Certification conditions as well as increased material costs for concrete, \$3,491 increased asphalt cost due to construction staging as well as increased material costs for asphalt, \$1,125 increased capital escalation per updated 4.2% escalation rate, standard escalation of 3.5% was not included between FY 16/17 and 18/19. Support cost increase is due to the following: redesign of structure abutments due to Coastal Commission Consistency Certification conditions related to visual mitigation, including involvement by design, structures and geotech; increased coordination for visual mitigation, Sea Level Rise adaptibility, Humboldt Bay Trails and Wetland Mitigation.

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

**Other Significant Information**

**SECTION 3 - All Projects**

**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

**Attachments**

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

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	09/26/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
01	36601	0114000065	2389			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
HUM	255	6	7.6	Caltrans		
				MPO	Element	
				Non-MPO	CO	
Project Manager/Contact		Phone		E-mail Address		
JEFF PIMENTEL		707-445-6440		<a href="mailto:jeffrey.pimentel@dot.ca.gov">jeffrey.pimentel@dot.ca.gov</a>		
<b>Project Title</b>						
Eureka/Arcata Restoration Project for Mitigation - 3 Parcels						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
In the vicinity of Eureka & Arcata along SR 255. Construct a wetland restoration project including three parcels as off site mitigation for parent project PPNO 0072, including wetland restoration consisting of freshwater wetland expansion, muted tidal restoration of salt marsh habitat, or a full-tidal restoration of salt marsh habitat.						
<b>Component</b>						
		<b>Implementing Agency</b>				
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
<b>Legislative Districts</b>						
Assembly:		Senate:		Congressional:		
<b>Project Benefits</b>						
<b>Purpose and Need</b>						
This restoration project will serve as mitigation for the parent project, EA 36600, the US 101 Eureka to Arcata Corridor Improvement Project.:						
Parcel 1 - The 78-acre Demello parcel is located west of the City of Arcata, at the end of Lanphere Road (Assessor's Parcel Number (APN) 506-029-114). The parcel was selected in part, because of its location adjacent to the United States Fish and Wildlife Service						
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>
Mitigation		Wetland Mitigation			acres	30.6
ADA Improvements	No	Bike/Ped Improvements	No	Reversible Lane analysis	No	
Includes Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		No	
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					10/01/2014	
Circulate Draft Environmental Document			<b>Document Type</b>		03/01/2016	04/01/18
Draft Project Report					04/01/2016	04/01/18
End Environmental Phase (PA&ED Milestone)					06/01/2016	11/01/18
Begin Design (PS&E) Phase					07/01/2016	11/02/18
End Design Phase (Ready to List for Advertisement Milestone)					01/01/2018	01/20/20
Begin Right of Way Phase					07/01/2016	12/01/18
End Right of Way Phase (Right of Way Certification Milestone)					10/01/2017	01/05/20
Begin Construction Phase (Contract Award Milestone)					11/01/2018	06/06/20
End Construction Phase (Construction Contract Acceptance Milestone)					01/01/2020	12/01/21
Begin Closeout Phase					02/01/2020	12/01/22
End Closeout Phase (Closeout Report)					02/01/2021	09/01/25

**ADA Notice** For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 09/26/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
01	HUM, ,	255, ,	36601	0114000065	2389	
<b>Project Title:</b> Eureka/Arcta Restoration Project for Mitigation - 3 Parcels						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	190							190	Caltrans
PS&E	975							975	Caltrans
R/W SUP (CT)	25							25	Caltrans
CON SUP (CT)			700					700	Caltrans
R/W									Caltrans
CON			2,300					2,300	Caltrans
<b>TOTAL</b>	<b>1,190</b>		<b>3,000</b>					<b>4,190</b>	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	950							950	
PS&E	2,100							2,100	
R/W SUP (CT)	320							320	
CON SUP (CT)			1,900					1,900	
R/W	2,042							2,042	
CON			10,007					10,007	
<b>TOTAL</b>	<b>5,412</b>		<b>11,907</b>					<b>17,319</b>	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	190							190	Humboldt County Association of G
PS&E	975							975	
R/W SUP (CT)	25							25	
CON SUP (CT)			700					700	
R/W									
CON			2,300					2,300	
<b>TOTAL</b>	<b>1,190</b>		<b>3,000</b>					<b>4,190</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	304							304	
PS&E	1,144							1,144	
R/W SUP (CT)	69							69	
CON SUP (CT)			880					880	
R/W	306							306	
CON			3,456					3,456	
<b>TOTAL</b>	<b>1,823</b>		<b>4,336</b>					<b>6,159</b>	

Fund No. 2:	IIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	646							646	
PS&E	956							956	
R/W SUP (CT)	251							251	
CON SUP (CT)			1,020					1,020	
R/W	1,736							1,736	
CON			6,551					6,551	
<b>TOTAL</b>	<b>3,589</b>		<b>7,571</b>					<b>11,160</b>	

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 09/26/17

District	County	Route	EA	Project ID	PPNO	Alt Proj.
01	HUM	255	36601	0114000065	2389	

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

Requesting additional capital and support funding

**Reason for Proposed Change**

At the time of project programming the scope of the wetland mitigation was unknown. Since programming the project a conceptual mitigation design has been completed with updated support and capital cost estimates.

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

**Other Significant Information**

**SECTION 3 - All Projects**

**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

**Attachments**

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

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/3/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
01	29841	0118000078	3122			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
LAK	29	23.6	26.9	Caltrans		
				MPO	Element	
				Non-MPO		
Project Manager/Contact		Phone		E-mail Address		
Jaime Matteoli		707-441-2097		<a href="mailto:jaime.matteoli@dot.ca.gov">jaime.matteoli@dot.ca.gov</a>		
Project Title						
Segment 2A of the Lake 29 Expressway						
Location (Project Limits), Description ( Scope of Work)						
In Lake County near Kelseyville from ... <add location here>. Construct Segment 2A, an approximately 3.0 mile portion of the 8-mile long, 4-lane Expressway Project.						
Component	Implementing Agency					
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Legislative Districts						
Assembly:	1	Senate:	2	Congressional:	1	
Project Benefits						
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 2C is 3.3 miles long, located between the communities of Lower Lake and Kelseyville.						
Category	Outputs/Outcomes			Unit	Total	
State Highway Road Construction	New roadway lane-miles			Miles	5.09	
ADA Improvements	Y/N	Bike/Ped Improvements	Y/N	Reversible Lane analysis	Y/N	
Includes Sustainable Communities Strategy Goals			Y/N	Reduces Greenhouse Gas Emissions		
				Y/N		
Project Milestone				Existing	Proposed	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			Document Type			
Draft Project Report						
End Environmental Phase (PA&ED Milestone)				11/30/16		
Begin Design (PS&E) Phase					07/01/18	
End Design Phase (Ready to List for Advertisement Milestone)					01/01/20	
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

**ADA Notice** For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,



**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
01	LAK	29	29841	0118000078	3122	
<b>Project Title:</b> Segment 2A of the Lake 29 Expressway						

Existing Total Project Cost (\$1,000s)									Implementing Agency	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total		
E&P (PA&ED)									Caltrans	
PS&E									Caltrans	
R/W SUP (CT)									Caltrans	
CON SUP (CT)									Caltrans	
R/W									Caltrans	
CON									Caltrans	
<b>TOTAL</b>										
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							12,000	12,000		
CON							65,000	65,000		
<b>TOTAL</b>		6,000					88,000	94,000		

Fund No. 1:	RIP - National Hwy System (NH)								Program Code	
Existing Funding (\$1,000s)									20.XX.075.600	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Lake County/City Area Planning Co	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
<b>TOTAL</b>										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E		900						900		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
<b>TOTAL</b>		900						900		

Fund No. 2:	IIP - National Hwy System (NH)								Program Code	
Existing Funding (\$1,000s)									20.XX.025.700	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
<b>TOTAL</b>										
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										
<b>TOTAL</b>		5,100						5,100		

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
01	LAK	29	29841	0118000078	3122	
<b>Project Title:</b> Segment 2A of the Lake 29 Expressway						

<b>Fund No. 3:</b>									<b>Future Need - Future Funds (NO-FUND)</b>		<b>Program Code</b>	
									<b>Existing Funding (\$1,000s)</b>		FUTURE	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency			
E&P (PA&ED)												
PS&E												
R/W SUP (CT)												
CON SUP (CT)												
R/W												
CON												
TOTAL												
									<b>Proposed Funding (\$1,000s)</b>		<b>Notes</b>	
E&P (PA&ED)												
PS&E												
R/W SUP (CT)							2,000	2,000				
CON SUP (CT)							9,000	9,000				
R/W							12,000	12,000				
CON							65,000	65,000				
TOTAL							88,000	88,000				

<b>Fund No. 4:</b>									<b>Existing Funding (\$1,000s)</b>		<b>Program Code</b>	
									<b>Existing Funding (\$1,000s)</b>		FUTURE	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency			
E&P (PA&ED)												
PS&E												
R/W SUP (CT)												
CON SUP (CT)												
R/W												
CON												
TOTAL												
									<b>Proposed Funding (\$1,000s)</b>		<b>Notes</b>	
E&P (PA&ED)												
PS&E												
R/W SUP (CT)												
CON SUP (CT)												
R/W												
CON												
TOTAL												

<b>Fund No. 5:</b>									<b>Existing Funding (\$1,000s)</b>		<b>Program Code</b>	
									<b>Existing Funding (\$1,000s)</b>		FUTURE	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency			
E&P (PA&ED)												
PS&E												
R/W SUP (CT)												
CON SUP (CT)												
R/W												
CON												
TOTAL												
									<b>Proposed Funding (\$1,000s)</b>		<b>Notes</b>	
E&P (PA&ED)												
PS&E												
R/W SUP (CT)												
CON SUP (CT)												
R/W												
CON												
TOTAL												

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
01	LAK	29	29841	0118000078	3122	

**SECTION 1 - All Projects**

**Project Background**

The parent project of this proposed EA plans to convert 8-miles of conventional highway to a 4-lane Expressway. The project is divided into three segments in order of construction from north to south: Segment 2C, Segment 2B, and Segment 2A. All three of these segments reached PA&ED in 2016, but only Segment 2C is funded through construction. This document requests funding PS&E for Segment 2A.

**Programming Change Requested**

**Reason for Proposed Change**

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

**Other Significant Information**

**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)

Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects**

**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

**Attachments**

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

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/3/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
01	29831	0118000079	3121			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
LAK	29	26.1	29.1	Caltrans		
				MPO	Element	
				Non-MPO		
Project Manager/Contact		Phone		E-mail Address		
Jaime Matteoli		707-441-2097		<a href="mailto:jaime.matteoli@dot.ca.gov">jaime.matteoli@dot.ca.gov</a>		
<b>Project Title</b>						
Segment 2B of the Lake 29 Expressway						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
In Lake County near Kelseyville from ... <add location here>. Construct Segment 2B, an approximately 3.0 mile portion of the 8-mile long, 4-lane Expressway Project.						
<b>Component</b>						
		<b>Implementing Agency</b>				
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
<b>Legislative Districts</b>						
Assembly:	1	Senate:	2	Congressional:	1	
<b>Project Benefits</b>						
<b>Purpose and Need</b>						
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 2B is 3.0 miles long, located between the communities of Lower Lake and Kelseyville.						
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>
State Highway Road Construction		New roadway lane-miles			Miles	5.38
ADA Improvements Y/N		Bike/Ped Improvements Y/N			Reversible Lane analysis Y/N	
Includes Sustainable Communities Strategy Goals Y/N				Reduces Greenhouse Gas Emissions Y/N		
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			<b>Document Type</b>			
Draft Project Report						
End Environmental Phase (PA&ED Milestone)					11/30/16	
Begin Design (PS&E) Phase						07/01/18
End Design Phase (Ready to List for Advertisement Milestone)						07/01/20
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

**ADA Notice** For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
01	LAK	29	29831	0118000079	3121	
<b>Project Title:</b> Segment 2B of the Lake 29 Expressway						

Existing Total Project Cost (\$1,000s)									Implementing Agency	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total		
E&P (PA&ED)									Caltrans	
PS&E									Caltrans	
R/W SUP (CT)									Caltrans	
CON SUP (CT)									Caltrans	
R/W									Caltrans	
CON									Caltrans	
<b>TOTAL</b>										
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							12,000	12,000		
CON							65,000	65,000		
<b>TOTAL</b>		6,000					88,000	94,000		

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Lake County/City Area Planning Co
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									using the 85/15 IIP/RIP split used on the parent project.
PS&E		900						900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>		900						900	

Fund No. 2:	IIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									
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									
<b>TOTAL</b>		5,100						5,100	

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
01	LAK	29	29831	0118000079	3121	
<b>Project Title:</b> Segment 2B of the Lake 29 Expressway						

Fund No. 3: Future Need - Future Funds (NO-FUND)									Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)							2,000	2,000	
CON SUP (CT)							9,000	9,000	
R/W							12,000	12,000	
CON							65,000	65,000	
TOTAL							88,000	88,000	

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
01	LAK	29	29831	0118000079	3121	

**SECTION 1 - All Projects****Project Background**

The parent project of this proposed EA plans to convert 8-miles of conventional highway to a 4-lane Expressway. The project is divided into three segments in order of construction from north to south: Segment 2C, Segment 2B, and Segment 2A. All three of these segments reached PA&ED in 2016, but only Segment 2C is currently funded through construction. This document requests funding PS&E for Segment 2B.

**Programming Change Requested**

n/a

**Reason for Proposed Change**

n/a

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

n/a

**Other Significant Information****SECTION 2 - For TCRP Projects Only**Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)**SECTION 3 - All Projects****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

**Attachments**

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

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	07/28/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
01	29821	0114000044		3100			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
LAK	29	28.5	31.6	Caltrans			
				MPO		Element	
				Non-MPO		CO	
Project Manager/Contact		Phone		E-mail Address			
Jaime Matteoli		707-441-2097		<a href="mailto:jaime.matteoli@dot.ca.gov">jaime.matteoli@dot.ca.gov</a>			
<b>Project Title</b>							
Segment 2C of the Lake-29 Expressway Project							
<b>Location (Project Limits), Description ( Scope of Work)</b>							
In Lake County near Kelseyville from 0.6 mile north of the Junction of SR 29/281 to 0.6 mile north of the Junction of SR 29/175. Construct Segment 2-C, an approximately 3.1 mile portion of the 8-mile long, 4-lane Expressway Project.							
<b>Component</b>							
<b>Implementing Agency</b>							
PA&ED	Caltrans						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
<b>Legislative Districts</b>							
Assembly:	1	Senate:	2	Congressional:	1		
<b>Project Benefits</b>							
<b>Purpose and Need</b>							
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 2C is 3.1 miles long, located between the communities of Lower Lake and Kelseyville.							
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>	
State Highway Road Construction		New roadway lane-miles			Miles	3.8	
ADA Improvements	No	Bike/Ped Improvements	Yes	Reversible Lane analysis	No		
Includes Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		No		
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			<b>Document Type</b>	EIR/FONSI			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					03/01/2015	11/30/16	
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)					03/01/2017	01/15/19	
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)					02/01/2017	12/15/18	
Begin Construction Phase (Contract Award Milestone)							
End Construction Phase (Construction Contract Acceptance Milestone)					12/01/2019	12/01/22	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)					01/01/2023	09/01/26	

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,



**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 07/28/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
01	LAK, ,	29, ,	29821	0114000044	3100	
<b>Project Title:</b> Segment 2C of the Lake-29 Expressway Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	500							500	Caltrans
PS&E	4,000							4,000	Caltrans
R/W SUP (CT)	1,000							1,000	Caltrans
CON SUP (CT)	2,000	2,000						4,000	Caltrans
R/W	5,000							5,000	Caltrans
CON	34,000	22,027						56,027	Caltrans
<b>TOTAL</b>	<b>46,500</b>	<b>24,027</b>						<b>70,527</b>	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	4,000							4,000	
PS&E	6,138							6,138	
R/W SUP (CT)	2,220							2,220	
CON SUP (CT)		9,137						9,137	
R/W	13,318							13,318	
CON		61,200						61,200	
<b>TOTAL</b>	<b>25,676</b>	<b>70,337</b>						<b>96,013</b>	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Lake County/City Area Planning Co
PS&E	750							750	
R/W SUP (CT)	150							150	
CON SUP (CT)		1,000						1,000	
R/W	2,000							2,000	
CON		10,867						10,867	
<b>TOTAL</b>	<b>2,900</b>	<b>11,867</b>						<b>14,767</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									based the increase on a 85/15 IIP/RIP ratio
PS&E	750							750	
R/W SUP (CT)	150							150	
CON SUP (CT)		1,000						1,000	
R/W	2,231							2,231	
CON		10,956						10,956	
<b>TOTAL</b>	<b>3,131</b>	<b>11,956</b>						<b>15,087</b>	

Fund No. 2:	IIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	750							750	
R/W SUP (CT)	150							150	
CON SUP (CT)		1,000						1,000	
R/W									
CON		11,160						11,160	
<b>TOTAL</b>	<b>900</b>	<b>12,160</b>						<b>13,060</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									based the increase on a 85/15 IIP/RIP ratio
PS&E	750							750	
R/W SUP (CT)	150							150	
CON SUP (CT)		1,000						1,000	
R/W	1,310							1,310	
CON		11,666						11,666	
<b>TOTAL</b>	<b>2,210</b>	<b>12,666</b>						<b>14,876</b>	

Fund No. 3:		Other State - National Hwy System (NH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.800.200	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)	500							500	Caltrans	
PS&E	2,500							2,500		
R/W SUP (CT)	700							700		
CON SUP (CT)	2,000							2,000		
R/W	3,000							3,000		
CON	34,000							34,000		
TOTAL	42,700							42,700		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	4,000							4,000		
PS&E	4,638							4,638		
R/W SUP (CT)	1,920							1,920		
CON SUP (CT)		7,137						7,137		
R/W	9,777							9,777		
CON		38,578						38,578		
TOTAL	20,335	45,715						66,050		

Fund No. 4:									Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									These changes have been made via an April 2017 PCR.	
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)								
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 5:									Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 07/28/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
01	LAK	29	29821	0114000044	3100	

**SECTION 1 - All Projects****Project Background**

This STIP project is partnered with a SHOPP 010 safety project to jointly fund this 3.1 mile 4-lane expressway project. The STIP parent project was initially programmed in the 1998 STIP as EA 01-2981U for support only. This STIP project planned to convert 8-miles of conventional highway to a 4-lane Expressway. Since its conception, the project went through numerous design iterations and had not been fully funded through construction until 2014. In 2014, the District determined that based on collision history, a safety project was needed in a 3.1 mile segment within the 8-mile project limits. This 3.1-mile segment was then programmed and fully funded through construction using both STIP and SHOPP funds. The project reached PA&ED in November 2016. An April 2017 SHOPP PCR moved the SHOPP delivery year to 18/19 and increased funding for PS&E, R/W Support, Construction Support, R/W Capital, and Construction Capital. The porportion of the cost

**Programming Change Requested**

Increase Right of Way Capital by \$1.54M, split 85/15 between IIP and RIP.  
Increase Construction Capital by \$595k, split 85/15 between IIP and RIP.

**Reason for Proposed Change****Delay of Fiscal Year**

In May 2016, the STIP construction funding was delayed from fiscal year 17/18 to 18/19. An April 2017 SHOPP PCR moved the SHOPP funding to 18/19 also. The SHOPP PCR also approved funding 90% of the cost increases discussed below. The porportion of the cost increases provided by the SHOPP was determined after segregating the costs of SHOPP eligible work.

**CONSTRUCTION CAPITAL**

Capital costs have increased in part because of escalating one additional year because of the delay. This escalation

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

n/a. In 2016, the funds for this project were delayed one fiscaly year as a result of the statewide funding shortage. The delivery year was moved from 17/18 to 18/19. The project remains on schedule to be delivered in 18/19.

**Other Significant Information****SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)  
Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects****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

**Attachments**

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

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	09/21/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
01	26203	0112000204	0125W			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
MEN	101	45.3	47.9	Caltrans		
				MPO	Element	
				Non-MPO	CO	
Project Manager/Contact		Phone		E-mail Address		
Dave Kelley		(530)741-5408				
<b>Project Title</b>						
Willits Bypass - Relinquishment of Bypassed Route 101 (Existing Route 101 Through Willits)						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
In the City of Willits from PM 46.63 to PM 47.52. Rehabilitate and relinquishment of facilities.						
<b>Component</b>						
Implementing Agency						
PA&ED						
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
<b>Legislative Districts</b>						
Assembly:	1	Senate:	2	Congressional:	1	
<b>Project Benefits</b>						
<b>Purpose and Need</b>						
As defined in the Streets & Highways Code, Section 23, this project will bring to a state of good repair the facilities that will be relinquished to the City of Willits.						
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>
State Highway Road Construction		Relinquishment			each	1
ADA Improvements Y/N		Bike/Ped Improvements Y/N			Reversible Lane analysis	Y/N
Includes Sustainable Communities Strategy Goals Y/N					Reduces Greenhouse Gas Emissions	Y/N
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			<b>Document Type</b>			
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

**ADA Notice** For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 09/21/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
01	MEN, ,	101, ,	26203	0112000204	0125W	
<b>Project Title:</b> Willits Bypass - Relinquishment of Bypassed Route 101 (Existing Route 101 Through Willits)						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	1,413							1,413	Caltrans
R/W SUP (CT)	355							355	Caltrans
CON SUP (CT)	1,138							1,138	Caltrans
R/W	200							200	Caltrans
CON	3,442							3,442	Caltrans
<b>TOTAL</b>	<b>6,548</b>							<b>6,548</b>	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	1,413							1,413	
R/W SUP (CT)	355							355	
CON SUP (CT)	1,138							1,138	
R/W	200							200	
CON	3,442							3,442	
<b>TOTAL</b>	<b>6,548</b>							<b>6,548</b>	

Fund No. 1:	IIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	170							170	
CON	2,926							2,926	
<b>TOTAL</b>	<b>3,096</b>							<b>3,096</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	170							170	
CON	2,926							2,926	
<b>TOTAL</b>	<b>3,096</b>							<b>3,096</b>	

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Mendocino County Council of Gove
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	30							30	
CON	516							516	
<b>TOTAL</b>	<b>546</b>							<b>546</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	30							30	
CON	516							516	
<b>TOTAL</b>	<b>546</b>							<b>546</b>	

Fund No. 3: GF IIP - National Hwy System (NH)									Program Code
Existing Funding (\$1,000s)									20.XX.025.500
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	1,413							1,413	
R/W SUP (CT)	355							355	
CON SUP (CT)	1,138							1,138	
R/W									
CON									
TOTAL	2,906							2,906	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E	1,413							1,413	
R/W SUP (CT)	355							355	
CON SUP (CT)	1,138							1,138	
R/W									
CON									
TOTAL	2,906							2,906	

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

*Complete this page for amendments only*

Date: 09/21/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
01	MEN	101	26203	0112000204	0125W	

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

**Reason for Proposed Change**

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

**Other Significant Information**

**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)  
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects**

**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

**Attachments**

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

Amendment (Existing Project) Y/N					Date:	09/21/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
01	26204	0112000203		0125Z			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
MEN	101	47.2	47.3	Caltrans			
				MPO		Element	
				Non-MPO		CO	
Project Manager/Contact		Phone		E-mail Address			
Mauricio Serrano		(707)502-7628		<a href="mailto:mauricio.serrano@dot.ca.gov">mauricio.serrano@dot.ca.gov</a>			
<b>Project Title</b>							
Willits Bypass - Sherwood Road Geometric Upgrades.							
<b>Location (Project Limits), Description ( Scope of Work)</b>							
In the City of Willits from PM 47.2 to PM 47.3, at Sherwood Road. Construct geometric Upgrades . □							
<b>Component</b>							
<b>Implementing Agency</b>							
PA&ED	Caltrans						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
<b>Legislative Districts</b>							
Assembly:	1	Senate:	2	Congressional:	1		
<b>Project Benefits</b>							
<b>Purpose and Need</b>							
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>	
State Highway Road Construction		Geometric Road Upgrades			each	1	
ADA Improvements Y/N		Bike/Ped Improvements Y/N			Reversible Lane analysis Y/N		
Includes Sustainable Communities Strategy Goals Y/N				Reduces Greenhouse Gas Emissions Y/N			
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					07/01/2012		
Circulate Draft Environmental Document			<b>Document Type</b>	ND	07/08/2014		
Draft Project Report					07/08/2014		
End Environmental Phase (PA&ED Milestone)					05/28/2015		
Begin Design (PS&E) Phase					05/29/2015		
End Design Phase (Ready to List for Advertisement Milestone)					12/01/2016		
Begin Right of Way Phase					05/29/2015		
End Right of Way Phase (Right of Way Certification Milestone)					11/01/2016		
Begin Construction Phase (Contract Award Milestone)					03/01/2017		
End Construction Phase (Construction Contract Acceptance Milestone)					12/31/2018		
Begin Closeout Phase					12/31/2018		
End Closeout Phase (Closeout Report)					07/01/2020		

**ADA Notice** For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,



**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 09/21/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
01	MEN, ,	101, ,	26204	0112000203	0125Z	
<b>Project Title:</b> Willits Bypass - Sherwood Road Geometric Upgrades.						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	494							494	Caltrans
PS&E	1,460							1,460	Caltrans
R/W SUP (CT)	335							335	Caltrans
CON SUP (CT)	1,222							1,222	Caltrans
R/W	200							200	Caltrans
CON	3,500							3,500	Caltrans
<b>TOTAL</b>	<b>7,211</b>							<b>7,211</b>	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	494							494	
PS&E	1,460							1,460	
R/W SUP (CT)	335							335	
CON SUP (CT)	1,222							1,222	
R/W	200							200	
CON	3,500							3,500	
<b>TOTAL</b>	<b>7,211</b>							<b>7,211</b>	

Fund No. 1:	IIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	170							170	
CON	2,975							2,975	
<b>TOTAL</b>	<b>3,145</b>							<b>3,145</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	170							170	
CON	2,975							2,975	
<b>TOTAL</b>	<b>3,145</b>							<b>3,145</b>	

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Mendocino County Council of Gove
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	30							30	
CON	525							525	
<b>TOTAL</b>	<b>555</b>							<b>555</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	30							30	
CON	525							525	
<b>TOTAL</b>	<b>555</b>							<b>555</b>	

Fund No. 3:		GF IIP - National Hwy System (NH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.025.500	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)	494							494	Caltrans	
PS&E	1,460							1,460		
R/W SUP (CT)	335							335		
CON SUP (CT)	1,222							1,222		
R/W										
CON										
TOTAL	3,511							3,511		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	494							494		
PS&E	1,460							1,460		
R/W SUP (CT)	335							335		
CON SUP (CT)	1,222							1,222		
R/W										
CON										
TOTAL	3,511							3,511		

Fund No. 4:									Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 5:									Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 09/21/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
01	MEN	101	26204	0112000203	0125Z	

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

**Reason for Proposed Change**

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

**Other Significant Information**

**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)  
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects**

**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

**Attachments**

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

Amendment (Existing Project) Y/N					Date:	08/01/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
03	3F280	0312000155	9801			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
BUT	70	8.8	11.8	Butte County Association of Governments		
				MPO	Element	
				BCAG	CO	
Project Manager/Contact		Phone		E-mail Address		
Cameron Knudson		(530)740-4587		<a href="mailto:cameron.knudson@dot.ca.gov">cameron.knudson@dot.ca.gov</a>		
<b>Project Title</b>						
SR70 Passing Lanes (Segment 1)						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
On State Route 70, from 0.1 mile south of Palermo Road, to just north of Ophir Road/Pacific Heights intersection. Roadway widening.						
<b>Component</b>						
		<b>Implementing Agency</b>				
PA&ED	Butte County Association of Governments					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
<b>Legislative Districts</b>						
Assembly:	3	Senate:	4	Congressional:	1	
<b>Project Benefits</b>						
<b>Purpose and Need</b>						
The pupose of this project is to address safety concerns, improve highway segments with higher than average accident rates, and provide continuous passing lane opportunities along this segment of State Route 70.						
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>
State Highway Road Construction		Passing Lane miles constructed			Miles	6
State Highway Road Construction		Operational Improvements			Miles	3
ADA Improvements No		Bike/Ped Improvements Yes			Reversible Lane analysis	No
Includes Sustainable Communities Strategy Goals Yes			Reduces Greenhouse Gas Emissions Yes			
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					01/15/2014	
Circulate Draft Environmental Document			<b>Document Type</b>		06/16/2016	11/01/17
Draft Project Report					06/16/2016	11/01/17
End Environmental Phase (PA&ED Milestone)					02/10/2017	07/18/18
Begin Design (PS&E) Phase					02/10/2017	07/18/18
End Design Phase (Ready to List for Advertisement Milestone)					07/01/2018	01/02/20
Begin Right of Way Phase					02/10/2017	07/18/18
End Right of Way Phase (Right of Way Certification Milestone)					06/15/2018	12/01/19
Begin Construction Phase (Contract Award Milestone)					01/15/2019	06/01/20
End Construction Phase (Construction Contract Acceptance Milestone)					12/31/2020	12/01/22
Begin Closeout Phase					12/31/2020	12/01/23
End Closeout Phase (Closeout Report)					12/31/2022	12/01/25

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 08/01/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	BUT, ,	70, ,	3F280	0312000155	9801	
<b>Project Title:</b> SR70 Passing Lanes (Segment 1)						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	1,500							1,500	Butte County Association of
PS&E	2,000							2,000	Caltrans
R/W SUP (CT)	700							700	Caltrans
CON SUP (CT)			2,400					2,400	Caltrans
R/W	1,100							1,100	Caltrans
CON			20,000					20,000	Caltrans
<b>TOTAL</b>	<b>5,300</b>		<b>22,400</b>					<b>27,700</b>	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	1,500							1,500	
PS&E		3,100						3,100	
R/W SUP (CT)		3,800						3,800	
CON SUP (CT)			4,700					4,700	
R/W		5,400						5,400	
CON			31,400					31,400	
<b>TOTAL</b>	<b>1,500</b>	<b>12,300</b>	<b>36,100</b>					<b>49,900</b>	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Butte County Association of Govern
PS&E	1,000							1,000	
R/W SUP (CT)	350							350	
CON SUP (CT)			1,200					1,200	
R/W	550							550	
CON			10,000					10,000	
<b>TOTAL</b>	<b>1,900</b>		<b>11,200</b>					<b>13,100</b>	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Reducing segment 1 STIP and moving to segment 2 \$5,900
PS&E		450						450	
R/W SUP (CT)		550						550	
CON SUP (CT)			700					700	
R/W		800						800	
CON			4,700					4,700	
<b>TOTAL</b>		<b>1,800</b>	<b>5,400</b>					<b>7,200</b>	

Fund No. 2:	IIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	1,000							1,000	
R/W SUP (CT)	350							350	
CON SUP (CT)			1,200					1,200	
R/W	550							550	
CON			10,000					10,000	
<b>TOTAL</b>	<b>1,900</b>		<b>11,200</b>					<b>13,100</b>	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Reducing segment 1 STIP and moving to segment 2 \$5,900
PS&E		450						450	
R/W SUP (CT)		550						550	
CON SUP (CT)			700					700	
R/W		800						800	
CON			4,700					4,700	
<b>TOTAL</b>		<b>1,800</b>	<b>5,400</b>					<b>7,200</b>	

Fund No. 3:		Demo - Demonstration-State TEA21 (DEMOS21)							Program Code	
		Existing Funding (\$1,000s)							20.30.010.680	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)	1,500							1,500		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	1,500							1,500		
<b>Proposed Funding (\$1,000s)</b>										
E&P (PA&ED)	1,500							1,500		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	1,500							1,500		

Fund No. 4:		Other State Funds - SHOPP							Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
<b>Proposed Funding (\$1,000s)</b>										
E&P (PA&ED)										
PS&E		2,200						2,200		
R/W SUP (CT)		2,700						2,700		
CON SUP (CT)			3,300					3,300		
R/W		3,800						3,800		
CON			22,000					22,000		
TOTAL		8,700	25,300					34,000		

Fund No. 5:									Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
<b>Proposed Funding (\$1,000s)</b>										
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 08/01/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	BUT	70	3F280	0312000155	9801	

**SECTION 1 - All Projects****Project Background**

The purpose for the projects along this corridor is to improve the safety of the highway that has higher than average accident rates and provide continuous passing opportunities. Also, the projects will provide additional capacity that will support and improve planned economic development in Butte County. This project is necessary because there are higher than average accident rates and higher accident densities that have been observed along this corridor. A majority of the accidents can be attributed to lack of passing lanes. Anticipated population growth and development along the 70 corridor will increase traffic levels while further degrading the operations and safety along this route.

**Programming Change Requested**

The requested change is to move the programming years to line up with SHOPP safety project. The total dollar amount was also reduced due to the change in scope.

**Reason for Proposed Change**

The reason for the change is because of a safety project identified in the project location. It was determined that a cost savings would occur if the projects were developed concurrently to reduce impacts to the traveling public and to produce one cohesive project. Building these projects together reduces the cost to the SHOPP and STIP portions and also eliminates the need to address environmental and R/W impacts multiple times.

**If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded****Other Significant Information****SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)  
Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects****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

**Attachments**

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

Amendment (Existing Project) Y/N					Date:	08/01/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
03	3F281	0314000057		9801A			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
BUT	70	5.6	8.8	Butte County Association of Governments			
				MPO		Element	
				BCAG		CO	
Project Manager/Contact		Phone		E-mail Address			
Andy Newsum		(530)879-2468		<a href="mailto:anewsum@bcag.org">anewsum@bcag.org</a>			
<b>Project Title</b>							
SR70 Passing Lanes (Segment 2)							
<b>Location (Project Limits), Description ( Scope of Work)</b>							
On State Route 70, from Cox Lane to 0.1 mile south of Palermo Road. Roadway widening.							
<b>Component</b>							
		<b>Implementing Agency</b>					
PA&ED		Butte County Association of Governments					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
<b>Legislative Districts</b>							
Assembly:	3		Senate:	4		Congressional:	1
<b>Project Benefits</b>							
<b>Purpose and Need</b>							
The purpose of this project is to address safety concerns, improve highway segments with higher than average accident rates, and provide continuous passing lane opportunities along this segment of State Route 70.							
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>	
State Highway Road Construction		Passing Lane miles constructed			Miles	6	
State Highway Road Construction		Operational Improvements			Miles	3	
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis		No
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					07/01/2014		
Circulate Draft Environmental Document			<b>Document Type</b>		08/01/2015	11/01/17	
Draft Project Report					09/01/2015	11/01/17	
End Environmental Phase (PA&ED Milestone)					11/15/2015	07/18/18	
Begin Design (PS&E) Phase					11/15/2015	07/18/18	
End Design Phase (Ready to List for Advertisement Milestone)					04/15/2018	01/02/20	
Begin Right of Way Phase					11/15/2015	07/18/18	
End Right of Way Phase (Right of Way Certification Milestone)					05/01/2018	12/01/19	
Begin Construction Phase (Contract Award Milestone)					06/01/2018	06/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)					11/01/2019	12/01/22	
Begin Closeout Phase					11/01/2019	12/01/23	
End Closeout Phase (Closeout Report)					11/01/2021	12/01/25	

**ADA Notice** For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,



**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 08/01/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	BUT, ,	70, ,	3F281	0314000057	9801A	
<b>Project Title:</b> SR70 Passing Lanes (Segment 2)						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	825							825	Butte County Association of
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON					24,600			24,600	Caltrans
<b>TOTAL</b>	<b>825</b>				<b>24,600</b>			<b>25,425</b>	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	825							825	
PS&E		2,770						2,770	
R/W SUP (CT)		3,300						3,300	
CON SUP (CT)				4,210				4,210	
R/W		4,800						4,800	
CON				27,790				27,790	
<b>TOTAL</b>	<b>825</b>	<b>10,870</b>		<b>32,000</b>				<b>43,695</b>	

Fund No. 1:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					24,600			24,600	
<b>TOTAL</b>					<b>24,600</b>			<b>24,600</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

Fund No. 2:	Demo - Demonstration-State TEA21 (DEMOS21)								Program Code
Existing Funding (\$1,000s)									20.30.010.680
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	825							825	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>825</b>							<b>825</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	825							825	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>825</b>							<b>825</b>	

Fund No. 3:		Other State Funds SHOPP							Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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		1,970						1,970		
R/W SUP (CT)		2,300						2,300		
CON SUP (CT)				3,010				3,010		
R/W		3,000						3,000		
CON				19,390				19,390		
TOTAL		7,270		22,400				29,670		

Fund No. 4:		RIP							Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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)									Moving \$5,900 from segment 1	
PS&E		400						400		
R/W SUP (CT)		500						500		
CON SUP (CT)				600				600		
R/W		900						900		
CON				4,200				4,200		
TOTAL		1,800		4,800				6,600		

Fund No. 5:		IIP							Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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)									Moving \$5,900 from segment 1	
PS&E		400						400		
R/W SUP (CT)		500						500		
CON SUP (CT)				600				600		
R/W		900						900		
CON				4,200				4,200		
TOTAL		1,800		4,800				6,600		

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 08/01/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	BUT	70	3F281	0314000057	9801A	

**SECTION 1 - All Projects****Project Background**

The purpose for the projects along this corridor is to improve the safety of the highway that has higher than average accident rates and provide continuous passing opportunities. Also, the projects will provide additional capacity that will support and improve planned economic development in Butte County. This project is necessary to address the higher than average accident rates and higher accident densities that have been observed along this corridor. A majority of the accidents can be attributed to lack of passing lanes. Anticipated population growth and development along the 70 corridor will increase traffic levels while further degrading the operations and safety along this route.

**Programming Change Requested**

The requested change is to move the programming years to line up with SHOPP safety project. The total dollar amount was also reduced due to the change in scope.

**Reason for Proposed Change**

The reason for the change is because of a safety project identified in the project location. It was determined that a cost savings would occur if the projects were developed concurrently to reduce impacts to the traveling public and to produce one cohesive project. Building these projects together reduces the cost to the SHOPP and STIP portions and also eliminates the need to address environmental and R/W impacts multiple times.

**If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded****Other Significant Information****SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)  
Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects****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

**Attachments**

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

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/3/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
03	3F282	0318000039	9801B			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
YUB	70	25.5	25.8	Butte County Ass of GOV		
BUT	70	0.0	3.6	MPO	Element	
				BCAG	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Cameron Knudson						
<b>Project Title</b>						
SR 70 Passing Lanes (Segment 3)						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
On Route 70 from .4 miles South of East Gridley Rd to .3 mile South of Butte/Yuba County line.						
<b>Component</b>						
		<b>Implementing Agency</b>				
PA&ED	BCAG					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
<b>Legislative Districts</b>						
Assembly:	3	Senate:	4	Congressional:	1	
<b>Project Benefits</b>						
<b>Purpose and Need</b>						
The purpose of this project is to address safety concerns, improve highway segments with higher than average accident rates, and provide continuous passing lane opportunities along this segment of State Route 70.						
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>
State Highway Road Construction		Passing Lane miles constructed			Miles	6
State Highway Road Construction		Operational Improvements			Miles	3
ADA Improvements No		Bike/Ped Improvements Yes			Reversible Lane analysis	No
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes		
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						12/01/17
Circulate Draft Environmental Document			<b>Document Type</b>			05/01/19
Draft Project Report						07/01/19
End Environmental Phase (PA&ED Milestone)						07/01/19
Begin Design (PS&E) Phase						07/01/19
End Design Phase (Ready to List for Advertisement Milestone)						10/15/21
Begin Right of Way Phase						07/01/19
End Right of Way Phase (Right of Way Certification Milestone)						09/15/21
Begin Construction Phase (Contract Award Milestone)						04/15/22
End Construction Phase (Construction Contract Acceptance Milestone)						12/15/24
Begin Closeout Phase						12/15/25
End Closeout Phase (Closeout Report)						09/15/29

**ADA Notice** For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 10/3/17

**Additional Information**

Improved shoulder widths will provide more room for bicyclists and pedestrians to more safely travel the roadway.

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	YUB, BUT	70, 70	3F282	0318000039	9801B	
<b>Project Title:</b> SR 70 Passing Lanes (Segment 3)						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									BCAG
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
<b>TOTAL</b>									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		3,000						3,000	
PS&E			5,000					5,000	
R/W SUP (CT)			1,800	4,200				6,000	
CON SUP (CT)				2,200	5,300			7,500	
R/W			1,300	3,200				4,500	
CON				15,000	35,000			50,000	
<b>TOTAL</b>		3,000	8,100	24,600	40,300			76,000	

Fund No. 1:	Other State Funds								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			3,500					3,500	
R/W SUP (CT)				4,200				4,200	
CON SUP (CT)					5,300			5,300	
R/W				3,200				3,200	
CON					35,000			35,000	
<b>TOTAL</b>			3,500	7,400	40,300			51,200	

Fund No. 2:	Demo								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		3,000						3,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>		3,000						3,000	

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	YUB, BUT	70, 70	3F282	0318000039	9801B	
<b>Project Title:</b> SR 70 Passing Lanes (Segment 3)						

<b>Fund No. 3:</b>		<b>RIP</b>							<b>Program Code</b>	
		<b>Existing Funding (\$1,000s)</b>								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		<b>Proposed Funding (\$1,000s)</b>							<b>Notes</b>	
E&P (PA&ED)										
PS&E			750					750		
R/W SUP (CT)			900					900		
CON SUP (CT)				1,100				1,100		
R/W			650					650		
CON				7,500				7,500		
TOTAL			2,300	8,600				10,900		

<b>Fund No. 4:</b>		<b>IIP</b>							<b>Program Code</b>	
		<b>Existing Funding (\$1,000s)</b>								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		<b>Proposed Funding (\$1,000s)</b>							<b>Notes</b>	
E&P (PA&ED)										
PS&E			750					750		
R/W SUP (CT)			900					900		
CON SUP (CT)				1,100				1,100		
R/W			650					650		
CON				7,500				7,500		
TOTAL			2,300	8,600				10,900		

<b>Fund No. 5:</b>									<b>Program Code</b>	
		<b>Existing Funding (\$1,000s)</b>								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		<b>Proposed Funding (\$1,000s)</b>							<b>Notes</b>	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	YUB BUT	70 70	3F282	0318000039	9801B	

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

**Reason for Proposed Change**

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

**Other Significant Information**

**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)  
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects**

**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

**Attachments**

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



## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	10/3/17	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID	
04	1J560	0413000206		0658D			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SCL	101	50.6	52.55	SMCTA			
SM	101	0.0	20.8	MPO	Element		
Project Manager/Contact		Phone		E-mail Address			
Nidal Tuqan		510-286-5542		<a href="mailto:nidal.tuqan@dot.ca.gov">nidal.tuqan@dot.ca.gov</a>			
Project Title							
SM 101 - Managed Lane Project							
Location (Project Limits), Description ( Scope of Work)							
US 101 within San Mateo County is currently an 8-lane facility with auxiliary lanes between most interchanges. The southern segment from the Santa Clara County line to Whipple Avenue in Redwood City consists of 1 HOV lane and 3 general purpose lanes in each direction. From Whipple Avenue to the San Francisco County line, US 101 consists of 4 general purpose lanes in each direction. During peak hours, generally all lanes are congested resulting in a need for an operational improvement throughout the corridor.							
Component	Implementing Agency						
PA&ED	Caltrans						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
Legislative Districts							
Assembly:		Senate:		Congressional:			
Project Benefits							
The benefit of the proposed project is to provide a continuous managed lane in each direction on US 101 from the terminus of the Santa Clara County Express Lanes to I-380.							
Purpose and Need							
<ul style="list-style-type: none"> <li>• Reduce congestion in the corridor;</li> <li>• Encourage carpooling and transit use;</li> <li>• Provide managed lanes for travel time reliability;</li> <li>• Minimize operational degradation of general purpose lanes;</li> <li>• Increase person throughput; and</li> <li>• Apply technology and/or design features to help manage traffic.</li> </ul>							
Category	Outputs/Outcomes			Unit	Total		
State Highway Road Construction	HOV/HOT lane-miles constructed			Miles	22.8		
ADA Improvements	No	Bike/Ped Improvements	No	Reversible Lane analysis	No		
Includes Sustainable Communities Strategy Goals			No	Reduces Greenhouse Gas Emissions			No
Project Milestone				Existing	Proposed		
Project Study Report Approved				06/03/16			
Begin Environmental (PA&ED) Phase				06/04/16			
Circulate Draft Environmental Document		Document Type	EIR		11/17/17		
Draft Project Report					11/09/17		
End Environmental Phase (PA&ED Milestone)					2/29/18		
Begin Design (PS&E) Phase					03/01/18		
End Design Phase (Ready to List for Advertisement Milestone)					05/01/19		
Begin Right of Way Phase					03/01/18		
End Right of Way Phase (Right of Way Certification Milestone)					05/01/19		
Begin Construction Phase (Contract Award Milestone)					05/15/09		
End Construction Phase (Construction Contract Acceptance Milestone)					06/28/21		
Begin Closeout Phase					06/29/21		
End Closeout Phase (Closeout Report)					09/23/22		

## ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/3/17

### Additional Information

This project is supported by local and regional transportation agencies, such as SMCTA, C-CAG, MTC, and VTA. In addition, major employers within or adjacent to the corridor are in support of this project such as Facebook, Stanford University, and Google, since their employees get caught in the daily congestion along this corridor.

Furthermore, the Local and State politicians are in support to move forward with this project and find a solution to the traffic congestion along this route within San Mateo County, since this route is very vital to the economy of the Bay area.

Also, the Governor Office, secretary of Transportation, Caltrans Director and the HQ management team are monitoring the progress of this project, advocating for its acceleration as well Bay Area local agencies have wide support to move forward and if possible to expedite the delivery of the different milestones.

In addition, the project team held a public scoping meeting last year, to engage the surrounding communities and Cities on the corridor within the project limits, In addition, within the last few months the team have been reaching out to the Cities and getting their feedback. Also, the project team is planning additional public outreach meeting within the next 2 months, to update the public on the work progress since the last year scoping meeting.

At this time, it appears this project have the wide support of all stakeholders with no known strong opposition to the project.

The project has submitted its' nomination for CMGC contracting method, the project team was requested by Management to deliver all milestones with 5 years from start of PA&ED to opening lanes for public use.

Therefore, the original schedule was revised, in order to expedite the delivery from the original 8 years to the 5 years.

Based on the expedited schedule, both PS&E preparation and ROW activities will have to overlap with the PA&ED phase, which means will start these activities as soon as the preferred alternative is identified and selected, rather than wait for the final PA&ED. Furthermore, as soon as the PS&E and ROW cleared for certain section of the project limits, the strategy will be to deliver smaller construction packages that will allow the Contractor to start construction in phases, in order to expedite the construction schedule and thus meet the overall project schedule.

### ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
04	SCL, SM	101, 101	1J560	0413000206	0658D	
<b>Project Title:</b> SM 101 - Managed Lane Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	21,000							21,000	
PS&E		38,000						38,000	
R/W SUP (CT)		2,000						2,000	
CON SUP (CT)		38,000						38,000	
R/W		16,000						16,000	
CON		401,000						401,000	
TOTAL	21,000	495,000						516,000	

Fund No. 1:	Local Funds - Measure SMCTA / CCAG								Program Code
Existing Funding (\$1,000s)									Local Funds
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									SMCTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	11,500							11,500	
PS&E		20,000						20,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W		16,000						16,000	
CON		19,000						19,000	
TOTAL	11,500	55,000						66,500	

Fund No. 2:	Federal Earmark								Program Code
Existing Funding (\$1,000s)									Federal
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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)	9,500							9,500	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	9,500							9,500	

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
04	SCL, SM	101, 101	1J560	0413000206	0658D	
<b>Project Title:</b> SM 101 - Managed Lane Project						

Fund No. 3:		STIP - IIP							Program Code	
		Existing Funding (\$1,000s)							20.XX.025.700	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E		18,000						18,000		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL		18,000						18,000		

Fund No. 4:		Unfunded Needs							Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)		2,000						2,000		
CON SUP (CT)		38,000						38,000		
R/W										
CON		382,000						382,000		
TOTAL		422,000						422,000		

Fund No. 5:									Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
04	SCL SM	101 101	1J560	0413000206	0658D	

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

**Reason for Proposed Change**

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

**Other Significant Information**

**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)  
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects**

**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

**Attachments**

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

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/03/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
05	31600	0500000497	0057C	1235		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
MON	156	R1.3	T5.2	Caltrans		
MON	101	94.6	96.8	MPO	Element	
				AMBAG	CO	
Project Manager/Contact		Phone		E-mail Address		
David Silberberger		(805)549-3798		<a href="mailto:david.silberberger@dot.ca.gov">david.silberberger@dot.ca.gov</a>		
<b>Project Title</b>						
Route 156 West Corridor						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
In and near Prunedale and Castroville, from 0.6 mile west of Castroville Boulevard to the Route 101/156 separation. Widen to 4 lane divided expressway.						
<b>Component</b>						
		<b>Implementing Agency</b>				
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
<b>Legislative Districts</b>						
Assembly:	27,28	Senate:	12,15	Congressional:	17	
<b>Project Benefits</b>						
<b>Purpose and Need</b>						
Highway 156 is the tourist gateway between San Jose, the Central Valley, and the Monterey Peninsula. Tourism and goods movement trucking are the principle uses, surrounded by agricultural and mixed land uses. High traffic volumes, including a high percentage of truck traffic (8.5%), cause limited passing opportunities, traffic back-ups, and collisions. The project will increase capacity and reduce congestion, and will improve safety by reducing the frequency of collision-causing conflicts. It will also strengthen the corridor's role as a						
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>
ADA Improvements Y/N		Bike/Ped Improvements Y/N			Reversible Lane analysis Y/N	
Includes Sustainable Communities Strategy Goals Y/N		Reduces Greenhouse Gas Emissions Y/N				
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					07/01/2005	
Circulate Draft Environmental Document			<b>Document Type</b>	EIR/EIS	06/23/2009	
Draft Project Report					06/23/2009	
End Environmental Phase (PA&ED Milestone)					05/07/2012	
Begin Design (PS&E) Phase					05/07/2012	
End Design Phase (Ready to List for Advertisement Milestone)					01/03/2017	
Begin Right of Way Phase					09/03/2012	
End Right of Way Phase (Right of Way Certification Milestone)					07/06/2016	
Begin Construction Phase (Contract Award Milestone)					07/10/2017	
End Construction Phase (Construction Contract Acceptance Milestone)					10/07/2022	
Begin Closeout Phase					02/22/2023	
End Closeout Phase (Closeout Report)					02/22/2024	

**ADA Notice** For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 10/03/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
05	MON, MON,	156, 101,	31600	0500000497	0057C	
<b>Project Title:</b> Route 156 West Corridor						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	13,294							13,294	Caltrans
PS&E			19,800					19,800	Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)					8,000			8,000	Caltrans
R/W									Caltrans
CON					52,000			52,000	Caltrans
<b>TOTAL</b>	<b>13,294</b>		<b>19,800</b>		<b>60,000</b>			<b>93,094</b>	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	13,294							13,294	
PS&E			19,800					19,800	
R/W SUP (CT)									
CON SUP (CT)					8,000			8,000	
R/W									
CON					52,000			52,000	
<b>TOTAL</b>	<b>13,294</b>		<b>19,800</b>		<b>60,000</b>			<b>93,094</b>	

Fund No. 1:	IIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	7,700							7,700	Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>7,700</b>							<b>7,700</b>	
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									
<b>TOTAL</b>	<b>7,700</b>							<b>7,700</b>	

Fund No. 2:	Federal Disc. - Interstate Maintenance (IM)								Program Code
Existing Funding (\$1,000s)									20.XX.400.300
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	431							431	Federal Highway Administration (FHWA)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>431</b>							<b>431</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	431							431	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>431</b>							<b>431</b>	

Fund No. 3:		Demo - High Priority Projects Program (DEMO-ST)							Program Code	
		Existing Funding (\$1,000s)							20.30.010.680	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)	3,563							3,563	Monterey County	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	3,563							3,563		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	3,563							3,563		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	3,563							3,563		

Fund No. 4:		Future Need - Future Funds (NO-FUND)							Program Code	
		Existing Funding (\$1,000s)							FUTURE	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)					8,000			8,000		
R/W										
CON					52,000			52,000		
TOTAL					60,000			60,000		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)					8,000			8,000		
R/W										
CON					52,000			52,000		
TOTAL					60,000			60,000		

Fund No. 5:		RIP - National Hwy System (NH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.075.600	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)	1,600							1,600	Transportation Agency For Monterey	
PS&E			19,800					19,800		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	1,600		19,800					21,400		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	1,600							1,600		
PS&E			19,800					19,800		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	1,600		19,800					21,400		



**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

*Complete this page for amendments only*

Date: 10/03/17

District	County	Route	EA	Project ID	PPNO	Alt Proj.
05	MON MON	156 101	31600	0500000497	0057C	

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

**Reason for Proposed Change**

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

**Other Significant Information**

**SECTION 3 - All Projects**

**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

**Attachments**

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

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	7/31/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
05	34490	0500000505	0297	4060		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SBT	156	3	R8.2	Caltrans		
				MPO	Element	
				AMBAG	CO	
Project Manager/Contact		Phone		E-mail Address		
Brandy Rider		(805) 549-3620		brandy.rider@dot.ca.gov		
<b>Project Title</b>						
San Benito Route 156 Improvement Project						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
In San Juan Bautista, from The Alameda to 0.2 mile east of Fourth Street. Widen to 4 lanes.						
<b>Component</b>						
Implementing Agency						
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
<b>Legislative Districts</b>						
Assembly:	28	Senate:	12	Congressional:	17	
<b>Project Benefits</b>						
See Project Info page 2						
<b>Purpose and Need</b>						
Implementing this project will reduce existing congestion, provide for future traffic needs, and improve safety and route continuity. Increased capacity and creating dedicated facilities for interregional and local circulation through the new SR 156 expressway and frontage road will increase travel choices for area residents.						
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>
State Highway Road Construction		At-Grade Crossings eliminated			each	42
Local streets and roads		Bicycle lane/ sidewalk miles			each	10.4
Local streets and roads		Local road lane-miles rehabilitated			each	10.4
State Highway Road Construction		Intersections Modified			each	4
State Highway Road Construction		Mixed Flow lane-miles constructed			Miles	20.8
State Highway Road Construction		New bridges			each	2
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis	No
Includes Sustainable Communities Strategy Goals Yes		Reduces Greenhouse Gas Emissions Yes				
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					07/01/1998	
Circulate Draft Environmental Document			Document Type	EIR	08/13/2007	
Draft Project Report					08/13/2007	
End Environmental Phase (PA&ED Milestone)					10/10/2008	
Begin Design (PS&E) Phase					10/10/2008	
End Design Phase (Ready to List for Advertisement Milestone)					05/02/2017	05/05/19
Begin Right of Way Phase					11/01/2013	
End Right of Way Phase (Right of Way Certification Milestone)					04/14/2017	03/01/19
Begin Construction Phase (Contract Award Milestone)					09/13/2017	10/15/19
End Construction Phase (Construction Contract Acceptance Milestone)					10/11/2019	12/31/21
Begin Closeout Phase					03/05/2020	10/19/22
End Closeout Phase (Closeout Report)					11/20/2020	11/05/24

## ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 7/31/17

**Additional Information**

The project proposes to convert five miles of a two-lane conventional highway to a four-lane divided expressway while retaining the existing State Route (SR) 156 as a two-lane frontage road. This project is one component of a long-term corridor-wide vision to improve interregional freight mobility and provide multi-modal transportation choices to improve the quality of life for the communities adjacent to the SR 156 corridor.

The significance of this route to goods movement in California, and the importance of the SR 156 Improvement project of maintaining mobility, is reflected in State, regional, and local plans. Specifically, the Caltrans Interregional Transportation Strategic Plan 2015 (ITSP) identifies SR 156 as a state Major Interregional Facility and Strategic Interregional Corridor providing connectivity between three major regions: Central Coast, and the Silicon and San Joaquin valleys. SR 156 is also identified as a Tier 3 freight network facility and is essential to the regional, state and national economies. The AMBAG Metropolitan Transportation Plan and Sustainable Communities Strategy, Monterey Bay 2035 Moving Forward (2014) features the San Benito Route 156 Improvement Project as the primary interregional route in the region. In partnership with SBTCOG and Caltrans, AMBAG recently completed the US 101 Central Coast Corridor Freight Strategies (2016) plan, which identifies truck volumes on SR 156 at the US 101 junction to be one of the highest along the Central Coast, and is highly impacted in the summer months during peak harvest seasons and tourism events.

In 2013, the location with the highest number of trucks in the region was in San Benito County at the junction of US 101 and SR 156 East (22,000 average daily trucks or 22 percent). As the most active east-west truck route in the region, SR 156 is an important link in the interstate and national food supply chain. The majority of freight movement, 77 percent, is shipped via truck. Agricultural products from the Central Coast are moved by truck on SR 156 to San Joaquin Valley for final processing and shipment throughout California, the nation and beyond. Trucks also rely on SR 156 for final distribution and delivery to communities, retail shopping, distribution centers, and intermodal facilities. Connecting highways provide high levels of service to facilitate farm-to-market and farm-to-factory movements. Total shipments between the two regions for all goods equal over 13 million tons estimated at \$7 billion dollars annually. In 2012, the Central Coast regional freight flows totals were 128.7 million tons, valued at \$101.9 billion, and is projected to double by 2040 to \$208.9 million tons valued at \$249.9 billion.

The outcomes of the project would include improving mobility, reliability and efficiency for freight, auto and transit users on SR 156. By 2040, AADT is projected to increase from 21,000 to 37,000 in the corridor. The project would reduce congestion delay by 1,902 hours daily. The cost savings in delay for users is estimated at \$172 million over 20 years. In 2012, the regional freight flows were valued at \$101.9 billion for both inbound and outbound products into the Central Coast region. That number is projected to double in the next 20 years. The existing corridor has 50 at-grade intersections and driveways creating conflict points and impeding mobility. The project would consolidate 42 (84 percent) at-grade intersections/driveways improving the corridor's safety and operations. It would also promote active transportation options in the form of improved access and connections to city downtown areas via the frontage road while providing safer bicycle access separated from the high volumes and speeds of an expressway system. Pedestrian access would also improve with ADA curb ramp modifications in the City of San Juan Bautista at the Alameda serving as the city's gateway.

The existing transportation infrastructure includes assets in need of upgrade or rehabilitation, such as ITS, pavement, bridges and culverts. The existing corridor is subject to periodic flooding. Improvements to the drainage system include expansion of existing bridges and/or culverts, construction of new bridges and/or culverts, and raising the profile of the highway. Pavement within the corridor will be replaced with reinforced-concrete, which would expand the life-cycle of the facility 40 years beyond construction. ITS components, such as signals, would also be upgraded within the corridor.

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 7/31/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
05	SBT, ,	156, ,	34490	0500000505	0297	
<b>Project Title:</b> San Benito Route 156 Improvement Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	3,936							3,936	Caltrans
PS&E	5,450							5,450	Caltrans
R/W SUP (CT)	1,550							1,550	Caltrans
CON SUP (CT)			3,420					3,420	Caltrans
R/W	21,808							21,808	Caltrans
CON	9,639		35,461					45,100	Caltrans
<b>TOTAL</b>	<b>42,383</b>		<b>38,881</b>					<b>81,264</b>	
Proposed Total Project Cost (\$1,000s)									Notes All Components have been updated with latest funding needs for the 2018 STIP cycle.
E&P (PA&ED)	3,936							3,936	
PS&E	8,410							8,410	
R/W SUP (CT)	2,720							2,720	
CON SUP (CT)			11,000					11,000	
R/W	22,488							22,488	
CON			57,339					57,339	
<b>TOTAL</b>	<b>37,554</b>		<b>68,339</b>					<b>105,893</b>	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Council of San Benito County Gover
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			9,639					9,639	
<b>TOTAL</b>			<b>9,639</b>					<b>9,639</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			9,639					9,639	
<b>TOTAL</b>			<b>9,639</b>					<b>9,639</b>	

Fund No. 2:	IIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)			3,420					3,420	
R/W									
CON			25,822					25,822	
<b>TOTAL</b>			<b>29,242</b>					<b>29,242</b>	
Proposed Funding (\$1,000s)									Notes CON Support increased from \$3,420k to \$11,000k; an increase of \$7,580k. Con Cap increased from \$25,822 to \$33,000; an increase of \$7,178k.
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			11,000					11,000	
R/W									
CON			33,000					33,000	
<b>TOTAL</b>			<b>44,000</b>					<b>44,000</b>	

Fund No. 3:		IIP - State Cash (ST-CASH)							Program Code	
Existing Funding (\$1,000s)									20.XX.025.700	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)	3,936							3,936	Caltrans R/W Capital increased from \$21,808 to \$22,488. This is an increase of \$680	
PS&E	5,450							5,450		
R/W SUP (CT)	1,550							1,550		
CON SUP (CT)										
R/W	21,808							21,808		
CON										
TOTAL	32,744							32,744		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)	3,936							3,936	PS&E increased from \$5,450k to \$8,410k; an increase of \$2,960k. R/W Supt increased from \$1,550k to \$2,720k; an increase of \$1,170k. RW Cap increased from	
PS&E	8,410							8,410		
R/W SUP (CT)	2,720							2,720		
CON SUP (CT)										
R/W	22,488							22,488		
CON										
TOTAL	37,554							37,554		

Fund No. 4:		Local Funds - Traffic Impact Fees (TRA FEE)							Program Code	
Existing Funding (\$1,000s)									LOCAL FUNDS	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									San Benito County	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON	9,639							9,639		
TOTAL	9,639							9,639		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			14,700					14,700		
TOTAL			14,700					14,700		

Fund No. 5:									Program Code	
Existing Funding (\$1,000s)										
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 7/31/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
05	SBT	156	34490	0500000505	0297	

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

**Reason for Proposed Change**

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

**Other Significant Information**

**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)  
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects**

**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

**Attachments**

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

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	7/26/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
05	3307A	0514000027	0226J			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SLO	46	49.7	54.6	Caltrans		
				MPO	Element	
				SLOCOG	CO	
Project Manager/Contact		Phone		E-mail Address		
David Rasmussen		(805) 549-3677		david.rasmussen@dot.ca.gov		
Project Title						
Cholame						
Location (Project Limits), Description ( Scope of Work)						
Near Shandon, from 0.2 miles west of Shandon Safety Roadside Rest Area to 0.5 mile east of Jack Ranch Cafe. Convert to a 4 lane expressway.						
Component	Implementing Agency					
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Legislative Districts						
Assembly:	33	Senate:	15	Congressional:	24	
Project Benefits						
<ul style="list-style-type: none"> <li>• Provide healthier, cleaner air improved with resiliency to climate change as well as reduced congestion and greenhouse gas emissions in the eastern part of the county, which is currently designated as non-attainment for state and federal ambient air quality standards.</li> <li>• Improve mobility and system efficiency for emergency responders.</li> </ul>						
Purpose and Need						
Heavy trucks and RV's comprise a very high percentage of the total traffic on this portion of Route 46. These vehicles typically experience a reduction in running speed of 31 km/h. There are limited passing opportunities on this segment, which contributes to driver frustration and passing miscalculations. Traffic volumes are expected to grow at a rate that is correspondingly higher than local population growth projections. Growth in traffic volumes here will instead reflect the State of California growth rate overall, and traffic						
Category	Outputs/Outcomes			Unit	Total	
State Highway Road Construction	New roadway lane-miles			Miles	9.8	
ADA Improvements	No	Bike/Ped Improvements	Yes	Reversible Lane analysis	No	
Includes Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone				Existing	Proposed	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document		Document Type	EIR/FONSI			
Draft Project Report						
End Environmental Phase (PA&ED Milestone)				05/09/2006		
Begin Design (PS&E) Phase				08/01/2014	02/03/15	
End Design Phase (Ready to List for Advertisement Milestone)				07/01/2018	02/01/20	
Begin Right of Way Phase				02/01/2015	07/01/15	
End Right of Way Phase (Right of Way Certification Milestone)				04/01/2018	12/01/19	
Begin Construction Phase (Contract Award Milestone)				01/01/2019	08/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)				04/01/2021	04/28/23	
Begin Closeout Phase				04/01/2022	05/01/24	
End Closeout Phase (Closeout Report)				04/01/2023	01/26/27	

## ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 7/26/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
05	SLO, ,	46, ,	3307A	0514000027	0226J	
<b>Project Title:</b> Cholame						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E	8,400							8,400	Caltrans
R/W SUP (CT)	2,400							2,400	Caltrans
CON SUP (CT)				9,200				9,200	Caltrans
R/W	22,000							22,000	Caltrans
CON				46,000				46,000	Caltrans
<b>TOTAL</b>	<b>32,800</b>			<b>55,200</b>				<b>88,000</b>	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									All components have been updated to latest costs for the 2018 STIP cycle.
PS&E	13,900							13,900	
R/W SUP (CT)	2,700							2,700	
CON SUP (CT)				11,221				11,221	
R/W	22,000							22,000	
CON				61,200				61,200	
<b>TOTAL</b>	<b>38,600</b>			<b>72,421</b>				<b>111,021</b>	

<b>Fund No. 1:</b>	<b>IIP - National Hwy System (NH)</b>								<b>Program Code</b>
<b>Existing Funding (\$1,000s)</b>									20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	8,400							8,400	
R/W SUP (CT)	2,400							2,400	
CON SUP (CT)				9,200				9,200	
R/W	22,000							22,000	
CON				46,000				46,000	
<b>TOTAL</b>	<b>32,800</b>			<b>55,200</b>				<b>88,000</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Increase PSE \$5,500k; increase RW Supt \$300k; RW Cap remains same at this date. Increase Const Supt \$2,021k; increase Const Cap \$15,200k and move to FY 19/20.
PS&E	13,900							13,900	
R/W SUP (CT)	2,700							2,700	
CON SUP (CT)				11,221				11,221	
R/W	22,000							22,000	
CON				61,200				61,200	
<b>TOTAL</b>	<b>38,600</b>			<b>72,421</b>				<b>111,021</b>	

<b>Fund No. 2:</b>									<b>Program Code</b>
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									



**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 7/26/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
05	SLO	46	3307A	0514000027	0226J	

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

**Reason for Proposed Change**

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

**Other Significant Information**

**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)  
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects**

**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

**Attachments**

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

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	10/3/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
05	3307C	0514000028	0226K			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SLO	46	54.1	57.8	Caltrans		
				MPO	Element	
				SLOCOG	CO	
Project Manager/Contact		Phone		E-mail Address		
David Rasmussen		(805) 549-3677		david.rasmussen@dot.ca.gov		
<b>Project Title</b>						
Route 46/41 Wye						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
Near Cholame, from 0.7 miles west of Davis Road to 0.5 miles west of Antelope Road. Convert to a 4 lane expressway.						
<b>Component</b>						
Implementing Agency						
PA&ED						
PS&E						
Right of Way						
Construction						
Legislative Districts						
Assembly:	33	Senate:	15	Congressional:	24	
<b>Project Benefits</b>						
Reduces fatalities and injuries at this interesection, a location exceeding the statewide collision average by nearly three times, by replacing the at-grade interesection with a grade separation. Improves safety potential by replacing a two-lane undivided highway with a two-lane divided highway on SR 46.						
<b>Purpose and Need</b>						
Heavy trucks and RV's comprise a very high percentage of the total traffic on this portion of Route 46. These vehicles typically experience a reduction in running speed of 31 km/h. There are limited passing opportunities on this segment, which contributes to driver frustration and passing miscalculations. Traffic volumes are expected to grow at a rate that is correspondingly higher than local population growth projections. Growth in traffic volumes here will instead reflect the State of California growth rate overall, and traffic						
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>
State Highway Road Construction		New roadway lane-miles			Miles	7.4
ADA Improvements No		Bike/Ped Improvements Yes			Reversible Lane analysis	No
Includes Sustainable Communities Strategy Goals Yes		Reduces Greenhouse Gas Emissions Yes				
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			Document Type	EIR/FONSI		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)					05/09/2006	
Begin Design (PS&E) Phase					08/01/2018	08/01/18
End Design Phase (Ready to List for Advertisement Milestone)					07/01/2023	06/29/22
Begin Right of Way Phase					02/01/2019	08/01/18
End Right of Way Phase (Right of Way Certification Milestone)					04/01/2023	04/25/22
Begin Construction Phase (Contract Award Milestone)					01/01/2024	12/30/22
End Construction Phase (Construction Contract Acceptance Milestone)					04/01/2026	08/01/25
Begin Closeout Phase					04/01/2027	08/03/26
End Closeout Phase (Closeout Report)					04/01/2028	08/01/27

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 10/3/17

**Additional Information**

- Provides healthier, cleaner air improved with resiliency to climate change as well as reduced congestion and greenhouse gas emissions in the eastern part of the county, which is currently designated as non-attainment for state and federal ambient air quality standards.
- Improves mobility and system efficiency for emergency responders.
- Eliminates existing high-volume, left-turn, at-grade conflict and improve safety while reducing congestion and greenhouse gas emissions.
- Improve system safety and operations for travel and heavy goods movement efficiencies.
- Maintains consistency with the long-range planning goals for this location.
- Implements the Sustainable Community Strategy by installing the most cost-effective and efficient improvements facilitating mobility with an improved intersection and reduced congestion.
- Improves quality of life for all Californians with safer and more efficient travel and multi-modal accessibility for motorists, rail passengers, transit riders, carpoolers, commuters, truck drivers, and emergency responders.
- Improves water quality by incorporating permanent storm water treatment BMPs for 100 percent of all impervious surfaces.
- Supports a projected 2.5 percent annual traffic growth with: improved safety, reduced congestion and travel time, and a more sustainable, healthier environment with reduced greenhouse gas emissions.
- Removes the existing roadbed from the most environmentally-sensitive area will allow wetland restoration and eliminate the weir effect of the roadbed.
- Improves environmental and hydraulic connectivity for the lowest point in the valley.
- Improves large blocks of habitat as well as corridor movements for the San Joaquin Kit fox and other upland plant species.
- Improves travel time reliability, reduces peak period travel and delay for all modes, and improves integration and operation of the transportation system.
- Facilitates connectivity for national defense and ensures the efficient movement of troops and equipment for the only west coast Commercial Spaceport, Vandenberg Air Force Base, as well as four additional military bases along the coast. (Highway 46 is an Identified National Defense Route).
- Supports on-going efforts to finalize implementation of the essential four-lane expressway corridor to Interstate 5—a most significant boost to the local, state and national economies.
- Optimizes the highway's safety, mobility, efficiency, sustainability while promoting a most prosperous economy locally, statewide and nationally.
- Highway 46 is the most viable and active east-west corridor connecting the regions of the Central Coast to the San Joaquin Valley and, ultimately, the nation via connections with Interstate 5 and two Class 1 rail lines.
- Supports the annual movement of \$7 billion of goods shipments between the regions, accounting for 575,000 jobs in the region.
- Trucks rely on SR 46 for final distribution and delivery to communities, retail shopping distribution centers and intermodal facilities. Trucks with 3 or more axles make up greater than 20% of Hwy 46 ADT. Total annual shipments between the two regions for all goods are estimated at more than 13 million tons.
- Highway 46 serves as one of the primary farm-to-market east-west corridors. It is also a vital link between coastal areas, the inland part of California, and the rest of the nation for goods movement and tourism.

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
05	SLO, ,	46, ,	3307C	0514000028	0226K	
<b>Project Title:</b> Route 46/41 Wye						

Existing Total Project Cost (\$1,000s)									Implementing Agency	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total		
E&P (PA&ED)										
PS&E									Caltrans	
R/W SUP (CT)									Caltrans	
CON SUP (CT)					9,500			9,500	Caltrans	
R/W									Caltrans	
CON					62,000			62,000	Caltrans	
<b>TOTAL</b>					<b>71,500</b>			<b>71,500</b>		
Proposed Total Project Cost (\$1,000s)									Notes	
E&P (PA&ED)										All components have been updated for the 2018 STIP cycle.
PS&E		13,200						13,200		
R/W SUP (CT)		2,400						2,400		
CON SUP (CT)					13,400			13,400		
R/W		9,400						9,400		
CON					97,800			97,800		
<b>TOTAL</b>		<b>25,000</b>			<b>111,200</b>			<b>136,200</b>		

Fund No. 1:	Interregional Improvement Program								Program Code	
Existing Funding (\$1,000s)									FUTURE	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									This construction component reflects an updated estimate	
R/W SUP (CT)										
CON SUP (CT)					9,500			9,500		
R/W										
CON					62,000			62,000		
<b>TOTAL</b>					<b>71,500</b>			<b>71,500</b>		
Proposed Funding (\$1,000s)										Notes
E&P (PA&ED)										Requesting programming for PS&E \$13,200k; RW Sup \$2,400k; & RW Cap \$9,400k. Also, Cons Supt \$13,400k & Cap \$97,800k in FY 21/22
PS&E		13,200						13,200		
R/W SUP (CT)		2,400						2,400		
CON SUP (CT)					13,400			13,400		
R/W		9,400						9,400		
CON					97,800			97,800		
<b>TOTAL</b>		<b>25,000</b>			<b>111,200</b>			<b>136,200</b>		

Fund No. 2:									Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
05	SLO	46	3307C	0514000028	0226K	

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

**Reason for Proposed Change**

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

**Other Significant Information**

**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)  
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects**

**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

**Attachments**

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

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N				Date:	10/3/17	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID
05	3307E			0226L		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SLO	46	55.1	60.9	Caltrans		
				MPO	Element	
				SLOCOG	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
David Rasmussen		805-549-3677		<a href="mailto:david.rasmussen@dot.ca.gov">david.rasmussen@dot.ca.gov</a>		
<b>Project Title</b>						
Route 46 Antelope Grade						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
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 to 4 lane expressway.						
<b>Component</b>						
<b>Implementing Agency</b>						
PA&ED						
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
<b>Legislative Districts</b>						
Assembly:	33	Senate:	15	Congressional:	24	
<b>Project Benefits</b>						
Reduce congestion and greenhouse gas emmissions, while providing healthier and cleaner air with resiliency to climate change in the eastern part of the County which is currently designated as non-attainment for State and Federal ambient air quality standards. Improve mobility and system efficiency for emergency responders.						
<b>Purpose and Need</b>						
Heavy trucks and RV's comprise a very high percentage of the total traffic on the portion of Route 46. These vehicles typically experience a reduction in running speed of 31 km/h. There are limited passing opportunities on this segment, which contributes to driver frustration and passing miscalculations. Traffic volumes are expected to grow at a rate that is correspondingly higher than local population growth predictions. Growth in traffic volumes here will instead reflect the State of California growth rate overall, and traffic volumes on Route 46 will climb proportionally. Route 46 will continue to serve as a vital conduit for traffic to and from the San Joaquin Valley region and beyond to the Central Coast. This project will improve congestion, enhance safety and provide passing opportunities, reduce driver frustration, improve the facilitation of goods movement, improve recreational travel and major east/west route from the San Joaquin Valley and Interstate 5 to the Central Coast an Hwy 101. Additionally, District 6 has programmed Route 46 widening along the Kern County side of the corridor.						
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>
State Highway Road Construction		New roadway lane-miles			Miles	11.6
ADA Improvements	No	Bike/Ped Improvements	Yes	Reversible Lane analysis	No	
Includes Sustainable Communities Strategy Goals			Yes	Reduces Greenhouse Gas Emissions		
				Yes		
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			<b>Document Type</b>	EIR/FONSI		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)					06/29/05	
Begin Design (PS&E) Phase						08/01/18
End Design Phase (Ready to List for Advertisement Milestone)						06/25/22
Begin Right of Way Phase						08/01/18
End Right of Way Phase (Right of Way Certification Milestone)						04/25/22
Begin Construction Phase (Contract Award Milestone)						11/20/22
End Construction Phase (Construction Contract Acceptance Milestone)						05/01/25
Begin Closeout Phase						05/01/25
End Closeout Phase (Closeout Report)						11/01/27

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
05	SLO	46	3307E		0226L	
<b>Project Title:</b> Route 46 Antelope Grade						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		10,300						10,300	
R/W SUP (CT)		2,170						2,170	
CON SUP (CT)					11,900			11,900	
R/W		3,024						3,024	
CON					70,100			70,100	
TOTAL		15,494			82,000			97,494	

Fund No. 1:	Future Need - Future Funds								Program Code
Existing Funding (\$1,000s)									Future
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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)					11,900			11,900	
R/W									
CON					70,100			70,100	
TOTAL					82,000			82,000	

Fund No. 2:	Interregional Improvement Program								Program Code
Existing Funding (\$1,000s)									20.xx.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Requesting programming for PS&E \$10,300k, RW sup \$2,170k, and RW cap \$3,024k.
PS&E		10,300						10,300	
R/W SUP (CT)		2,170						2,170	
CON SUP (CT)									
R/W		3,024						3,024	
CON									
TOTAL		15,494						15,494	

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
05	SLO	46	3307E		0226L	

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

**Reason for Proposed Change**

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

**Other Significant Information**

**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)  
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects**

**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

**Attachments**

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



## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	9/27/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
05	0N700	0500000225	7101			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SB	101	1.4	12.3	Santa Barbara County Assoc. of Governments		
				MPO	Element	
				SBCAG	CO	
Project Manager/Contact		Phone		E-mail Address		
David Emerson		(805) 549-3437		<a href="mailto:david.emerson@dot.ca.gov">david.emerson@dot.ca.gov</a>		
<b>Project Title</b>						
South Coast 101 HOV Lanes						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
In and near Carpinteria and the City of Santa Barbara, from 0.2 miles south of Bailard Avenue to Sycamore Creek. Construct HOV lanes.						
<b>Component</b>						
<b>Implementing Agency</b>						
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
<b>Legislative Districts</b>						
Assembly:	35	Senate:	19	Congressional:	23	
<b>Project Benefits</b>						
Over 13,500 passenger hours of delay reduction daily. Reduced travel time and improved trip reliability for buses, interregional travelers, and high occupancy users. Improved goods movement, interregional travel, and coastal access, between the Los Angeles basin and the San Francisco Bay Area. A coordinated rehabilitation strategy within the same limits will install long-life (40+ year) pavement on all lanes, reducing future maintenance and construction needs in the corridor.						
<b>Purpose and Need</b>						
Reduce congestion and delays, provide capacity for future travel demand, improve travel time, provide for HOV lane continuity (in southern Santa Barbara County, per the 2008 RTP). Route 101 within the project limits currently operates with LOS F congested flow conditions for two to four hours daily. In this area, Route 101 serves as a critical link for interregional goods movement, coastal access, and travel between the Los Angeles basin and the San Francisco Bay area. When I-5 closes over the Grapevine, this section of Route 101 becomes the only viable alternative for north-south connectivity. Without improvement, congestion is projected to increase to over 10 hours/day by 2040.						
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>
State Highway Road Construction		HOV/HOT lane-miles constructed			Miles	19.2
State Highway Road Construction		Interchanges modified / Improved			Each	2
State Highway Road Construction		Bridges modified / reconstructed			Each	19
State Highway Road Construction		Sound wall miles constructed			Miles	4.3
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis	Yes
Includes Sustainable Communities Strategy Goals Yes			Reduces Greenhouse Gas Emissions Yes			
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					12/19/2007	
Circulate Draft Environmental Document			Document Type	EIR/FONSI	03/23/2012	
Draft Project Report					03/23/2012	
End Environmental Phase (PA&ED Milestone)					09/26/2014	08/26/14
Begin Design (PS&E) Phase					09/26/2014	09/26/14
End Design Phase (Ready to List for Advertisement Milestone) - 1st phase					12/03/2018	03/01/19
Begin Right of Way Phase					11/01/2015	05/01/16
End Right of Way Phase (Right of Way Certification Milestone) - 1st phase					04/19/2018	02/01/19
Begin Construction Phase (Contract Award Milestone)					07/03/2019	09/01/19
End Construction Phase (Construction Contract Acceptance Milestone) - 1st phase					07/06/2023	09/01/23
Begin Closeout Phase					03/01/2024	05/01/24
End Closeout Phase (Closeout Report) - 1st phase					05/01/2024	11/01/25

## ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 9/27/17

### Additional Information

This PPR provides escalated programming values for the entire HOV project with pre-construction support and right of way capital costs shown in the year of delivery for the first segment. The parent project will be broken into children projects for delivery through a Project Change Request (PCR) in the 17/18 fiscal year. Five delivery segments (4A - 4E) are anticipated. In this PPR, construction support and capital costs are distributed into anticipated segment-specific delivery years.

Attached are:

1. A map graphic identifying anticipated construction segments with target delivery years,
2. A graphic showing coordinated HOV and Rehab phasing, and
3. HOV funding tables for each segment.

This information is provided as supporting information for 2018 STIP programming.

Finally, as noted on page 1, this project is being coordinated with a SHOPP funded rehabilitation project within the same limits. This will provide for concurrent construction of HOV and rehabilitation elements. SHOPP funded costs are accounted for and funded through a separate EA (05-1C820\_). This will result in cost savings for both projects, a 40-year long-life pavement strategy on all lanes, and reduced impacts to the traveling public.

### ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 9/27/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
05	SB, ,	101, ,	0N700	0500000225	7101	
<b>Project Title:</b> South Coast 101 HOV Lanes						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	11,450							11,450	Caltrans
PS&E	32,073							32,073	Caltrans
R/W SUP (CT)	550	2,490						3,040	Caltrans
CON SUP (CT)			10,000		41,170			51,170	Caltrans
R/W	1,500	22,467						23,967	Caltrans
CON			87,542		267,225			354,767	Caltrans
<b>TOTAL</b>	<b>45,573</b>	<b>24,957</b>	<b>97,542</b>		<b>308,395</b>			<b>476,467</b>	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	11,450							11,450	Anticipated 2018 STIP programmed. Project will be constructed in phases spanning several fiscal years, from 2019-2027. The estimated construction capital cost for Phase 1 is \$45.07 million.
PS&E	10,535		30,315					40,850	
R/W SUP (CT)	550		2,240					2,790	
CON SUP (CT)			10,040	25,360			26,880	62,280	
R/W	1,500		26,170					27,670	
CON			45,070	135,240			136,810	317,120	
<b>TOTAL</b>	<b>24,035</b>		<b>113,835</b>	<b>160,600</b>			<b>163,690</b>	<b>462,160</b>	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County Assoc. of G
PS&E	10,535							10,535	
R/W SUP (CT)	550							550	
CON SUP (CT)									
R/W	1,500							1,500	
CON			2,037					2,037	
<b>TOTAL</b>	<b>12,585</b>		<b>2,037</b>					<b>14,622</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Shows anticipated 2018 cycle RTIP programming. Adds \$4.5 million in PS&E, \$1.09 million in RW support, \$5.87 million in RW Capital, and \$2 million to Const Cap in FY 19/20.
PS&E	10,535		4,500					15,035	
R/W SUP (CT)	550		1,090					1,640	
CON SUP (CT)									
R/W	1,500		5,877					7,377	
CON			4,037					4,037	
<b>TOTAL</b>	<b>12,585</b>		<b>15,504</b>					<b>28,089</b>	

Fund No. 2:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	9,450							9,450	Santa Barbara County Assoc. of G
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>9,450</b>							<b>9,450</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	9,450							9,450	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>9,450</b>							<b>9,450</b>	

Fund No. 3:		Local Funds - Local Measure (MEA)							Program Code	
		Existing Funding (\$1,000s)							LOCAL FUNDS	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Santa Barbara County	
PS&E	21,538							21,538		
R/W SUP (CT)		2,490						2,490		
CON SUP (CT)			10,000					10,000		
R/W		22,467						22,467		
CON			83,505					83,505		
TOTAL	21,538	24,957	93,505					140,000		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)									Project will be constructed in phases spanning several fiscal years, from 2019-2027. Anticipated local measure funding changes are noted here.	
PS&E			20,815					20,815		
R/W SUP (CT)			1,150					1,150		
CON SUP (CT)										
R/W			11,440					11,440		
CON			18,033	42,000			46,562	106,595		
TOTAL			51,438	42,000			46,562	140,000		

Fund No. 4:		Future Need - Future Funds (NO-FUND)							Program Code	
		Existing Funding (\$1,000s)							FUTURE	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)					41,170			41,170		
R/W										
CON					267,225			267,225		
TOTAL					308,395			308,395		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)									Project will be constructed in phases spanning several fiscal years, from 2019-2027.	
PS&E										
R/W SUP (CT)										
CON SUP (CT)			10,040	25,360			26,880	62,280		
R/W										
CON			23,000	93,240			90,248	206,488		
TOTAL			33,040	118,600			117,128	268,768		

Fund No. 5:		IIP - National Hwy System (NH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.025.700	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)	2,000							2,000	Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			2,000					2,000		
TOTAL	2,000		2,000					4,000		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	2,000							2,000	\$3 million was unprogrammed in 2016 STIP. This restores this amount in PS&E and moves the previously programmed \$2.0 million to PS&E.	
PS&E			5,000					5,000		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	2,000		5,000					7,000		

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

*Complete this page for amendments only*

Date: 9/27/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
05	SB	101	0N700	0500000225	7101	

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

**Reason for Proposed Change**

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

**Other Significant Information**

**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)  
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects**

**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

**Attachments**

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

Amendment (Existing Project) Y/N					Date:	8/23/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
06	0S370	0614000130	6705			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
FRE	41	0	7.1	Caltrans		
				MPO	Element	
				COFCG	CO	
Project Manager/Contact		Phone		E-mail Address		
Chris Gardner		(559)243-3444		<a href="mailto:chris.gardner@dot.ca.gov">chris.gardner@dot.ca.gov</a>		
<b>Project Title</b>						
Excelsior Expressway						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
Near the city of Fresno, from the Kings County line to Elkhorn Avenue. Widen from 2-lane to 4-lane expressway.						
<b>Component</b>						
		<b>Implementing Agency</b>				
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
<b>Legislative Districts</b>						
Assembly:	32	Senate:	14	Congressional:	21	
<b>Project Benefits</b>						
This project would eliminate the last two-lane segment of Route 41 between the City of Fresno and Route 198 in the City of Lemoore, a distance of over thirty miles. The project will also improve the regional movement of freight and goods, and local farm to market travel. The project would relieve congestion, separate oncoming traffic with a divided median, and breakup traffic queues by providing major passing opportunities. Route 41 is an Interregional High Emphasis Focus Route corridor essential to the economic development of the San Joaquin Valley. It is consistent with the Transportation Concept Report, the Interregional Transportation Strategic Plan, and the Fresno County Regional Transportation Plan.						
<b>Purpose and Need</b>						
Purpose: Reduce congestion, Improve Safety, provide route continuity with the four-lane roads north and south of the project segment. Need: Caltrans has identified traffic queues, accident rates above average for similar facilities, and a lack of passing opportunities as issues in the operation of this segment.						
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>
State Highway Road Construction		Mixed Flow lane-miles constructed			Miles	24
ADA Improvements Yes		Bike/Ped Improvements No			Reversible Lane analysis No	
Includes Sustainable Communities Strategy Goals Y/N			Reduces Greenhouse Gas Emissions Y/N			
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			Document Type	ND/FONSI		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)					06/14/2005	
Begin Design (PS&E) Phase					03/01/2014	07/01/18
End Design Phase (Ready to List for Advertisement Milestone)					05/01/2017	03/01/21
Begin Right of Way Phase					04/01/2014	07/01/18
End Right of Way Phase (Right of Way Certification Milestone)					04/01/2017	02/01/21
Begin Construction Phase (Contract Award Milestone)					12/01/2017	09/01/21
End Construction Phase (Construction Contract Acceptance Milestone)					10/15/2019	07/01/24
Begin Closeout Phase					07/15/2020	07/01/24
End Closeout Phase (Closeout Report)					12/15/2021	07/01/26

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 8/23/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	FRE, ,	41, ,	0S370	0614000130	6705	
<b>Project Title:</b> Excelsior Expressway						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	1,885							1,885	Caltrans
PS&E	2,415							2,415	Caltrans
R/W SUP (CT)	370							370	Caltrans
CON SUP (CT)					3,600			3,600	Caltrans
R/W	772							772	Caltrans
CON					37,000			37,000	Caltrans
<b>TOTAL</b>	<b>5,442</b>				<b>40,600</b>			<b>46,042</b>	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		3,000						3,000	
R/W SUP (CT)		1,500						1,500	
CON SUP (CT)							7,500	7,500	
R/W		5,500						5,500	
CON							45,000	45,000	
<b>TOTAL</b>		<b>10,000</b>					<b>52,500</b>	<b>62,500</b>	

Fund No. 1:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					3,600			3,600	
R/W									
CON					37,000			37,000	
<b>TOTAL</b>					<b>40,600</b>			<b>40,600</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									This is the future funding requirement to make the new project whole.
PS&E									
R/W SUP (CT)									
CON SUP (CT)							7,500	7,500	
R/W									
CON							45,000	45,000	
<b>TOTAL</b>							<b>52,500</b>	<b>52,500</b>	

Fund No. 2:	ITIP Expenditures under PPNO 1350								Program Code
Existing Funding (\$1,000s)									ITIP
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	1,885							1,885	Caltrans
PS&E	2,415							2,415	
R/W SUP (CT)	370							370	
CON SUP (CT)									
R/W	772							772	
CON									
<b>TOTAL</b>	<b>5,442</b>							<b>5,442</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									This project was previously known as County Line Expressway, with previous expenditures under PPNO 1350, EA 44240
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

Fund No. 3:		2018 ITIP							Program Code	
Existing Funding (\$1,000s)									20.XX.025.700	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)									This is the additional funding requirement to make the project shovel ready.	
PS&E		3,000						3,000		
R/W SUP (CT)		1,500						1,500		
CON SUP (CT)										
R/W		3,500						3,500		
CON										
TOTAL		8,000						8,000		

Fund No. 4:		FRESNO COG RIP							Program Code	
Existing Funding (\$1,000s)									20.20.075.600	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Fresno COG	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W		2,000						2,000		
CON										
TOTAL		2,000						2,000		

Fund No. 5:									Program Code	
Existing Funding (\$1,000s)										
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										



**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 8/23/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	FRE	41	0S370	0614000130	6705	

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

**Reason for Proposed Change**

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

**Other Significant Information**

**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)  
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects**

**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

**Attachments**

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

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Yes					Date:	9/28/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
06	45712	0612000197	8042B			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
KER	14	53	58.3	Caltrans		
				MPO	Element	
				KCOG	CO	
Project Manager/Contact		Phone		E-mail Address		
Dennee Alcala		(760) 872-0767		<a href="mailto:dennee_alcala@dot.ca.gov">dennee_alcala@dot.ca.gov</a>		
<b>Project Title</b>						
Freeman Gulch Widening - Segment 2						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
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.						
<b>Component</b>						
Implementing Agency						
PA&ED						
PS&E						
Right of Way						
Construction						
Legislative Districts						
Assembly:	34	Senate:	16	Congressional:	23	
<b>Project Benefits</b>						
This project will improve safety by providing safe passing lanes. The project will improve bike and pedestrian facilities by constructing wider shoulders. The project will facilitate efficient movement of goods through the High Desert - Eastern Sierra - Northern Nevada Strategic Interregional Corridor.						
<b>Purpose and Need</b>						
The highway constitutes the principle access into the Inyo and Mono County recreation areas. The project would relieve congestion, separate oncoming traffic with a divided median, and breakup traffic queues by providing major passing opportunities. This project is the second of the three segments that will close the final 2-lane "gap" on Route 14 between Mojave and the junction with Route 395. Route 14 is a Priority Interregional Highway and is essential to the economy of the Eastern Sierra region. The project is consistent with the Transportation Concept Report, the Interregional Transportation Strategic Plan, and the Kern County Regional Transportation Plan.						
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>
State Highway Road Construction		New roadway lane-miles			Miles	6.2
State Highway Road Construction		Pedestrian/Bicycle Facilities miles constructed			Miles	6.2
ADA Improvements No		Bike/Ped Improvements Yes			Reversible Lane analysis	No
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions No		
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					10/29/07	
Circulate Draft Environmental Document			<b>Document Type</b>			
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						10/29/07
Begin Design (PS&E) Phase						07/01/21
End Design Phase (Ready to List for Advertisement Milestone)						06/15/24
Begin Right of Way Phase						07/01/21
End Right of Way Phase (Right of Way Certification Milestone)						05/01/24
Begin Construction Phase (Contract Award Milestone)						01/01/25
End Construction Phase (Construction Contract Acceptance Milestone)						07/01/26
Begin Closeout Phase						03/01/27
End Closeout Phase (Closeout Report)						12/01/33

## ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 9/28/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER, ,	14, ,	45712	0612000197	8042B	
<b>Project Title:</b> Freeman Gulch Widening - Segment 2						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	1,199				2,051			3,250	Caltrans
R/W SUP (CT)					2,100			2,100	Caltrans
CON SUP (CT)					3,900			3,900	Caltrans
R/W					5,510			5,510	Caltrans
CON					32,927			32,927	Caltrans
<b>TOTAL</b>	<b>1,199</b>				<b>46,488</b>			<b>47,687</b>	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	4,900							4,900	
R/W SUP (CT)							1,500	1,500	
CON SUP (CT)							5,500	5,500	
R/W							17,700	17,700	
CON							67,600	67,600	
<b>TOTAL</b>	<b>4,900</b>						<b>92,300</b>	<b>97,200</b>	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Inyo County Local Transportation C
PS&E	360							360	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>360</b>							<b>360</b>	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	360							360	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>360</b>							<b>360</b>	

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Mono County Local Transportation
PS&E	360							360	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>360</b>							<b>360</b>	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	620							620	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>620</b>							<b>620</b>	

Fund No. 3:		IIP - National Hwy System (NH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.025.700	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E	479							479		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	479							479		
		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		

Fund No. 4:		Future Need - Future Funds (NO-FUND)							Program Code	
		Existing Funding (\$1,000s)							FUTURE	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E					2,051			2,051		
R/W SUP (CT)					2,100			2,100		
CON SUP (CT)					3,900			3,900		
R/W					5,510			5,510		
CON					32,927			32,927		
TOTAL					46,488			46,488		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)							1,500	1,500		
CON SUP (CT)							5,500	5,500		
R/W							17,700	17,700		
CON							67,600	67,600		
TOTAL							92,300	92,300		

Fund No. 5:		RIP - National Hwy System (NH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.075.600	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Kern Council of Governments	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E	1,960							1,960		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	1,960							1,960		

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised September 2013)

General Instructions

<input checked="" type="checkbox"/> Amendment (Existing Project)					<b>Date:</b>	10/9/17
<b>District</b>	<b>EA</b>	<b>Project ID</b>	<b>PPNO</b>	<b>MPO ID</b>	<b>TCRP No.</b>	
06	44254	0612000175	3386C		113	
<b>County</b>	<b>Route/Corridor</b>	<b>PM Bk</b>	<b>PM Ahd</b>	<b>Project Sponsor/Lead Agency</b>		
KER	46	31.5	33.2	Caltrans		
				<b>MPO</b>	<b>Element</b>	
				KCOG	CO	
<b>Project Manager/Contact</b>		<b>Phone</b>		<b>E-mail Address</b>		
Neil Bretz		(559) 243-3465		<a href="mailto:neil.bretz@dot.ca.gov">neil.bretz@dot.ca.gov</a>		
<b>Project Title</b>						
Route 46 Widening - Segment 4A						
<b>Location, Project Limits, Description, Scope of Work</b>						
In and near Lost Hills, from Lost Hills Road to 0.9 mile east of I-5. Widen from 2 to 4 lanes.						
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements						
<b>Component</b>	<b>Implementing Agency</b>					
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
<b>Purpose and Need</b>						
The purpose of this project is to improve traffic operations, improve traffic safety, and correct any deficiencies in the existing roadway in order to meet all current design standards for a four-lane conventional highway.						
<b>Project Benefits</b>						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input type="checkbox"/> Reduces Greenhouse Gas Emissions						
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					//	
Circulate Draft Environmental Document			<b>Document Type</b>	ND/FONSI	//	
Draft Project Report					//	
End Environmental Phase (PA&ED Milestone)					//	
Begin Design (PS&E) Phase					08/15/11	
End Design Phase (Ready to List for Advertisement Milestone)					02/15/16	05/01/17
Begin Right of Way Phase					10/20/13	
End Right of Way Phase (Right of Way Certification Milestone)					01/15/16	05/01/17
Begin Construction Phase (Contract Award Milestone)					08/15/16	12/01/17
End Construction Phase (Construction Contract Acceptance Milestone)					08/15/18	08/15/20
Begin Closeout Phase					//	
End Closeout Phase (Closeout Report)					//	

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised September 2013)

Date: 10/9/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER, ,	46, ,	44254	0612000175	3386C	113
<b>Project Title:</b> Route 46 Widening - Segment 4A						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)									Caltrans
PS&E	4,030	400						4,430	Caltrans
R/W SUP (CT)	1,500							1,500	Caltrans
CON SUP (CT)		3,950						3,950	Caltrans
R/W	9,130							9,130	Caltrans
CON		24,003						24,003	Caltrans
<b>TOTAL</b>	<b>14,660</b>	<b>28,353</b>						<b>43,013</b>	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	4,030	400						4,430	
R/W SUP (CT)	1,500							1,500	
CON SUP (CT)		5,560						5,560	
R/W	8,230	1,062						9,292	
CON		27,500						27,500	
<b>TOTAL</b>	<b>13,760</b>	<b>34,522</b>						<b>48,282</b>	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E	980							980	
R/W SUP (CT)	300							300	
CON SUP (CT)		600						600	
R/W	900							900	
CON		3,500						3,500	
<b>TOTAL</b>	<b>2,180</b>	<b>4,100</b>						<b>6,280</b>	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E	980							980	
R/W SUP (CT)	300							300	
CON SUP (CT)									
R/W	900							900	
CON		3,942						3,942	
<b>TOTAL</b>	<b>2,180</b>	<b>3,942</b>						<b>6,122</b>	

Fund No. 2:	IIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E		400						400	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>		<b>400</b>						<b>400</b>	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E		400						400	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>		<b>400</b>						<b>400</b>	

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised September 2013)

Date: 10/9/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER, ,	46, ,	44254	0612000175	3386C	113
<b>Project Title:</b> Route 46 Widening - Segment 4A						

<b>Fund No. 3:</b>		<b>TCRP (Committed) - Traffic Congestion Relief Fund (TCRF)</b>							<b>Program Code</b>	
		<b>Existing Funding (\$1,000s)</b>							20.XX.710.870	
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)		190						190		
R/W	138							138		
CON		1,301						1,301		
TOTAL	138	1,491						1,629		
		<b>Proposed Funding (\$1,000s)</b>								<b>Notes</b>
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)		3,960						3,960		
R/W	138	1,062						1,200		
CON		18,899						18,899		
TOTAL	138	23,921						24,059		

<b>Fund No. 4:</b>		<b>Demo - Demonstration-State TEA21 (DEMOS21)</b>							<b>Program Code</b>	
		<b>Existing Funding (\$1,000s)</b>							20.30.010.680	
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency	
E&P (PA&ED)										
PS&E	3,050							3,050		
R/W SUP (CT)	1,200							1,200		
CON SUP (CT)		3,160						3,160		
R/W	8,092							8,092		
CON		19,202						19,202		
TOTAL	12,342	22,362						34,704		
		<b>Proposed Funding (\$1,000s)</b>								<b>Notes</b>
E&P (PA&ED)										
PS&E	3,050							3,050		
R/W SUP (CT)	1,200							1,200		
CON SUP (CT)		1,600						1,600		
R/W	7,192							7,192		
CON		4,659						4,659		
TOTAL	11,442	6,259						17,701		

<b>Fund No. 5:</b>									<b>Program Code</b>	
		<b>Existing Funding (\$1,000s)</b>								
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		<b>Proposed Funding (\$1,000s)</b>								<b>Notes</b>
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised September 2013)

**Complete this page for amendments only**

Date: 10/9/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER	46	44254	0612000175	3386C	113

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

**Reason for Proposed Change**

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

**Other Significant Information**

**SECTION 2 - For TCRP Projects Only**

- Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
- Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects**

**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

**Attachments**

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



Amendment (Existing Project) Yes					Date:	09/06/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
06	0H220	0612000158		6297			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
MAD	99	1.7	R7.5	Caltrans			
				MPO		Element	
				Madera		CO	
Project Manager/Contact		Phone		E-mail Address			
Anand Kapoor		(559)243-3588		<a href="mailto:anand.kapoor@dot.ca.gov">anand.kapoor@dot.ca.gov</a>			
<b>Project Title</b>							
South Madera 6 Lane							
<b>Location (Project Limits), Description ( Scope of Work)</b>							
Near the city of Madera, from 0.7 mile north of Avenue 7 to Avenue 12. Widen from 4 to 6 lanes.							
<b>Component</b>							
		<b>Implementing Agency</b>					
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
<b>Legislative Districts</b>							
Assembly:	5		Senate:	12		Congressional:	16
<b>Project Benefits</b>							
The improvement would reduce traffic congestion and improve traffic safety.							
<b>Purpose and Need</b>							
Widening of this section of SR 99 is needed to improve safety, reduce congestion, increase connectivity of the highway system, and preserve acceptable facility operation. The purpose of this project would be to increase capacity to reduce congestion, increase connectivity of the highway system, and preserve acceptable facility operation of Route 99.							
<b>Category</b>		<b>Outputs/Outcomes</b>				<b>Unit</b>	<b>Total</b>
State Highway Road Construction		Mixed Flow lane-miles constructed				Miles	11.6
ADA Improvements No		Bike/Ped Improvements No				Reversible Lane analysis	No
Includes Sustainable Communities Strategy Goals No				Reduces Greenhouse Gas Emissions Yes			
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved					03/11/08		
Begin Environmental (PA&ED) Phase					07/01/2015	10/01/18	
Circulate Draft Environmental Document				<b>Document Type</b>	ND/FONSI	07/01/2017	10/01/20
Draft Project Report					07/01/2017	10/01/20	
End Environmental Phase (PA&ED Milestone)					01/03/2018	01/03/21	
Begin Design (PS&E) Phase					01/03/2018	10/01/21	
End Design Phase (Ready to List for Advertisement Milestone)					01/01/2020	10/01/23	
Begin Right of Way Phase					01/03/2018	10/01/21	
End Right of Way Phase (Right of Way Certification Milestone)					07/01/2019	09/01/23	
Begin Construction Phase (Contract Award Milestone)					01/03/2021	05/01/24	
End Construction Phase (Construction Contract Acceptance Milestone)					02/01/2024	07/01/26	
Begin Closeout Phase					02/01/2024	07/01/26	
End Closeout Phase (Closeout Report)					07/01/2026	07/01/29	

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 09/06/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	MAD	99, ,	0H220	0612000158	6297	
<b>Project Title:</b> South Madera 6 Lane						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	413							413	Caltrans
PS&E					5,000			5,000	Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)					7,000			7,000	Caltrans
R/W									Caltrans
CON					60,000			60,000	Caltrans
<b>TOTAL</b>	<b>413</b>				<b>72,000</b>			<b>72,413</b>	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	413	3,000						3,413	
PS&E					9,000			9,000	
R/W SUP (CT)							4,000	4,000	
CON SUP (CT)							12,500	12,500	
R/W							12,000	12,000	
CON							147,000	147,000	
<b>TOTAL</b>	<b>413</b>	<b>3,000</b>			<b>9,000</b>		<b>175,500</b>	<b>187,913</b>	

Fund No. 1:	IIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	413							413	Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>413</b>							<b>413</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	413	3,000						3,413	
PS&E					9,000			9,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>413</b>	<b>3,000</b>			<b>9,000</b>			<b>12,413</b>	

Fund No. 2:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E					5,000			5,000	
R/W SUP (CT)									
CON SUP (CT)					7,000			7,000	
R/W									
CON					60,000			60,000	
<b>TOTAL</b>					<b>72,000</b>			<b>72,000</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)							4,000	4,000	
CON SUP (CT)							12,500	12,500	
R/W							12,000	12,000	
CON							147,000	147,000	
<b>TOTAL</b>							<b>175,500</b>	<b>175,500</b>	

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 09/06/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	MAD	99	0H220	0612000158	6297	

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

**Reason for Proposed Change**

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

**Other Significant Information**

**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)  
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects**

**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

**Attachments**

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

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Yes					Date:	08/09/17	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID	
06	36025			6400E	TCAG		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
TUL	99	30.6	35.2	Caltrans			
				MPO	Element		
				TCAG	CO		
Project Manager/Contact		Phone		E-mail Address			
Jim Bane		(559)243-3469		<a href="mailto:jim.bane@dot.ca.gov">jim.bane@dot.ca.gov</a>			
Project Title							
Tagus 6-Lane Southbound Widening							
Location (Project Limits), Description ( Scope of Work)							
Near the city of Tulare, from Prosperity Ave to 1.2 mile south of Avenue 280. Widen from two to three lanes in the southbound direction only.							
Component	Implementing Agency						
PA&ED	Caltrans						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
Legislative Districts							
Assembly:	30, 34		Senate:	16, 18		Congressional:	21
Project Benefits							
Purpose and Need							
On State Route 99 in Tulare County near Tulare from Prosperity Ave to 1.2 mile south of Ave 280 OC (Br. No. 46-0195). The capacity increase project proposes to add one southbound lane. This project is a split from the Tulare to Goshen 6-Lane South Segment PPNO 6400B project and the South Segment (Tagus) 6-Lane PPNO 6400D project.							
Category	Outputs/Outcomes			Unit	Total		
State Highway Road Construction	Mixed Flow lane-miles constructed			Miles	4.6		
ADA Improvements	Yes	Bike/Ped Improvements	Yes	Reversible Lane analysis	No		
Includes Sustainable Communities Strategy Goals		Y/N	Reduces Greenhouse Gas Emissions		Yes		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			Document Type	ND/FONSI			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					02/25/2009		
Begin Design (PS&E) Phase					08/01/2013		
End Design Phase (Ready to List for Advertisement Milestone)					11/01/2017	11/01/19	
Begin Right of Way Phase					06/01/2014		
End Right of Way Phase (Right of Way Certification Milestone)					08/01/2017	11/01/19	
Begin Construction Phase (Contract Award Milestone)					07/01/2018	05/06/20	
End Construction Phase (Construction Contract Acceptance Milestone)					12/01/2021	07/01/23	
Begin Closeout Phase					12/02/2021	07/01/23	
End Closeout Phase (Closeout Report)					02/01/2024	02/01/25	

## ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 08/09/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	TUL, ,	99, ,	36025		6400E	
<b>Project Title:</b> Tagus 6-Lane Southbound Widening						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E	1,400							1,400	Caltrans
R/W SUP (CT)	463							463	Caltrans
CON SUP (CT)				6,000				6,000	Caltrans
R/W	2,600							2,600	Caltrans
CON				43,000				43,000	Caltrans
<b>TOTAL</b>	<b>4,463</b>			<b>49,000</b>				<b>53,463</b>	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	2,810							2,810	
R/W SUP (CT)	463							463	
CON SUP (CT)			6,000					6,000	
R/W	2,600							2,600	
CON			39,000					39,000	
<b>TOTAL</b>	<b>5,873</b>		<b>45,000</b>					<b>50,873</b>	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Tulare County Association of Gove
PS&E	200							200	
R/W SUP (CT)	25							25	
CON SUP (CT)									
R/W	750							750	
CON									
<b>TOTAL</b>	<b>975</b>							<b>975</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	200							200	
R/W SUP (CT)	25							25	
CON SUP (CT)									
R/W	750							750	
CON									
<b>TOTAL</b>	<b>975</b>							<b>975</b>	

Fund No. 2:	IIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	1,200							1,200	
R/W SUP (CT)	438							438	
CON SUP (CT)									
R/W	1,850							1,850	
CON									
<b>TOTAL</b>	<b>3,488</b>							<b>3,488</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	2,610							2,610	
R/W SUP (CT)	438							438	
CON SUP (CT)			6,000					6,000	
R/W	1,850							1,850	
CON			39,000					39,000	
<b>TOTAL</b>	<b>4,898</b>		<b>45,000</b>					<b>49,898</b>	

Fund No. 3:		Future Need - Future Funds (NO-FUND)							Program Code	
		Existing Funding (\$1,000s)							FUTURE	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)				6,000				6,000		
R/W										
CON				43,000				43,000		
TOTAL				49,000				49,000		
		<b>Proposed Funding (\$1,000s)</b>								
E&P (PA&ED)									Proposed to be funded in 2018 ITIP.	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 4:									Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		<b>Proposed Funding (\$1,000s)</b>								
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 5:									Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		<b>Proposed Funding (\$1,000s)</b>								
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 08/09/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	TUL	99	36025		6400E	

**SECTION 1 - All Projects****Project Background**

Project 06-36024\_ originally programmed in the 2012 STIP for PS&E Support, Right of Way Support and Capital. With 2014 STIP, the project programming was split into EA 06-36025\_ (PPNO 6400E) and EA 06-36026\_ (PPNO 6400F) and construction funds were programmed for 06-36025\_. With the 2016 STIP, programmed construction funds from 06-36025\_ were removed.

**Programming Change Requested**

Replace 2014 STIP IIP Construction programming of \$49.0 Million. Add PS&E Support of \$2.0 Million.

**Reason for Proposed Change**

Complete project scope as programmed in the 2014 STIP.

**If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded****Other Significant Information****SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)  
Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects****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
James Bane		Project Manager	

**Attachments**

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

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Yes					Date:	08/09/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
06	36026			6400F			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
TUL	99	30.6	35.2	Caltrans			
				MPO		Element	
				TCAG		CO	
Project Manager/Contact		Phone		E-mail Address			
Jim Bane		(559)243-3469		<a href="mailto:jim.bane@dot.ca.gov">jim.bane@dot.ca.gov</a>			
<b>Project Title</b>							
Tagus 6-Lane Northbound Widening							
<b>Location (Project Limits), Description ( Scope of Work)</b>							
Near the city of Tulare, from Prosperity Avenue to 1.2 mile south of Avenue 280. Widen from two to three lanes in the Northbound direction only.							
<b>Component</b>							
		Implementing Agency					
PA&ED	Caltrans						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
<b>Legislative Districts</b>							
Assembly:	30, 34		Senate:	16, 18		Congressional:	21
<b>Project Benefits</b>							
<b>Purpose and Need</b>							
On State Route 99 in Tulare County near Tulare from Prosperity Avenue to 1.2 mile south of Avenue 280 OC (Br. No. 46-0195). The capacity increase project proposes to add one northbound lane. This Project is a split from the Tulare to Goshen 6-Lane South Segment PPNO 6400B project and the South Segment (Tagus) 6-Lane PPNO 6400D project. This project completes the widening to 6-lanes within these project limits.							
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>	
State Highway Road Construction		Mixed Flow lane-miles constructed			Miles	4.6	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Y/N				Reduces Greenhouse Gas Emissions Yes			
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			<b>Document Type</b>	ND/FONSI			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					02/25/2009		
Begin Design (PS&E) Phase					08/01/2013		
End Design Phase (Ready to List for Advertisement Milestone)					11/01/2017	11/01/19	
Begin Right of Way Phase					06/01/2014		
End Right of Way Phase (Right of Way Certification Milestone)					08/01/2017	11/01/19	
Begin Construction Phase (Contract Award Milestone)					01/15/2021	05/06/20	
End Construction Phase (Construction Contract Acceptance Milestone)					04/01/2023	07/01/23	
Begin Closeout Phase					04/01/2023	07/01/23	
End Closeout Phase (Closeout Report)					04/01/2025	02/01/25	

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,



**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 08/09/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	TUL, ,	99, ,	36026		6400F	
<b>Project Title:</b> Tagus 6-Lane Northbound Widening						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E	1,050							1,050	Caltrans
R/W SUP (CT)		1,200						1,200	Caltrans
CON SUP (CT)					6,000			6,000	Caltrans
R/W		8,000						8,000	Caltrans
CON					48,000			48,000	Caltrans
<b>TOTAL</b>	<b>1,050</b>	<b>9,200</b>			<b>54,000</b>			<b>64,250</b>	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	3,140							3,140	
R/W SUP (CT)		1,200						1,200	
CON SUP (CT)			6,000					6,000	
R/W		8,000						8,000	
CON			24,000					24,000	
<b>TOTAL</b>	<b>3,140</b>	<b>9,200</b>	<b>30,000</b>					<b>42,340</b>	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Tulare County Association of Gove
PS&E	225							225	
R/W SUP (CT)		588						588	
CON SUP (CT)									
R/W		5,100						5,100	
CON									
<b>TOTAL</b>	<b>225</b>	<b>5,688</b>						<b>5,913</b>	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	225							225	
R/W SUP (CT)		588						588	
CON SUP (CT)									
R/W		5,100						5,100	
CON			4,000					4,000	
<b>TOTAL</b>	<b>225</b>	<b>5,688</b>	<b>4,000</b>					<b>9,913</b>	

Fund No. 2:	IIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	825							825	
R/W SUP (CT)		612						612	
CON SUP (CT)									
R/W		2,900						2,900	
CON									
<b>TOTAL</b>	<b>825</b>	<b>3,512</b>						<b>4,337</b>	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	2,915							2,915	
R/W SUP (CT)		612						612	
CON SUP (CT)			6,000					6,000	
R/W		2,900						2,900	
CON			20,000					20,000	
<b>TOTAL</b>	<b>2,915</b>	<b>3,512</b>	<b>26,000</b>					<b>32,427</b>	

Fund No. 3: Future Need - Future Funds (NO-FUND)									Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					6,000			6,000	
R/W									
CON					48,000			48,000	
TOTAL					54,000			54,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Proposed to be funded in 2018 ITIP.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 08/09/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	TUL	99	36026		6400F	

**SECTION 1 - All Projects****Project Background**

Project 06-36024\_ originally programmed in the 2012 STIP for PS&E Support, Right of Way Support and Capital. With 2014 STIP, the project programming was split into EA 06-36025\_ (PPNO 6400E) and EA 06-36026\_ (PPNO 6400F) and construction funds were programmed for 06-36025\_. No construction funds have been programmed for this project. With the 2016 STIP, programmed construction funds from 06-36025\_ were removed. This the first request for Construction funding of 06-36026\_.

**Programming Change Requested**

New IIP CON Capital of \$26 Million, IIP CON Support of \$6 Million, and additional IIP PS&E Support of \$2.75 Million. New RIP Construction Capital of \$4.0 Million. New Funding will complete the original 2012 STIP programmed project.

**Reason for Proposed Change**

Complete project scope as programmed in the 2014 STIP.

**If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded****Other Significant Information****SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)  
Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects****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
James Bane		Project Manager	

**Attachments**

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

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	08/18/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
06	36024	0613000005		6400G			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
TUL	99	30.6	35.2	Caltrans			
				MPO	Element		
				TCAG	CO		
Project Manager/Contact		Phone		E-mail Address			
Jim Bane		(559)243-3469		<a href="mailto:jim.bane@dot.ca.gov">jim.bane@dot.ca.gov</a>			
<b>Project Title</b>							
South Segment (Tagus) 6-Lane							
<b>Location (Project Limits), Description ( Scope of Work)</b>							
Near the City of Tulare, from Prosperity Ave to 1.2 mile south of Avenue 280. Widen from four to six lanes.							
<b>Component</b>							
		Implementing Agency					
PA&ED	Caltrans						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
<b>Legislative Districts</b>							
Assembly:	30,34		Senate:	16,18		Congressional:	21
<b>Project Benefits</b>							
<b>Purpose and Need</b>							
On State Route 99 in Tulare County near Tulare from Prosperity Ave to 1.2 mile south of Ave 280 OC (Br. No. 46-0195). The capacity increase project proposes to add one northbound lane and one southbound lane. Project also includes replacement planting. This Project is a split from the Tulare to Goshen 6-Lane South Segment PPNO 6400B project.							
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>	
State Highway Road Construction		Mixed Flow lane-miles constructed			Miles	9.2	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis	No	
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Y/N			
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			Document Type	ND/FONSI			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					02/25/2009		
Begin Design (PS&E) Phase					08/01/2013		
End Design Phase (Ready to List for Advertisement Milestone)					11/01/2017	11/01/19	
Begin Right of Way Phase					06/01/2014		
End Right of Way Phase (Right of Way Certification Milestone)					08/01/2017	11/01/19	
Begin Construction Phase (Contract Award Milestone)					07/01/2018	05/06/20	
End Construction Phase (Construction Contract Acceptance Milestone)					12/01/2021	07/01/23	
Begin Closeout Phase					12/02/2021	07/01/23	
End Closeout Phase (Closeout Report)					02/01/2024	02/01/25	

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 08/18/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	TUL, ,	99, ,	36024	0613000005	6400G	
<b>Project Title:</b> South Segment (Tagus) 6-Lane						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	2,450	3,500						5,950	
R/W SUP (CT)	1,663							1,663	
CON SUP (CT)			12,000					12,000	
R/W	10,600							10,600	
CON			67,000					67,000	
TOTAL	14,713	3,500	79,000					97,213	

Fund No. 1:	Tulare County Association of Governments								Program Code
Existing Funding (\$1,000s)									20.xx.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Tulare County Association of Gove
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	425							425	
R/W SUP (CT)	613							613	
CON SUP (CT)									
R/W	5,850							5,850	
CON			8,000					8,000	
TOTAL	6,888		8,000					14,888	

Fund No. 2:	Interregional Improvement Program								Program Code
Existing Funding (\$1,000s)									20.xx.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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	2,025	3,500						5,525	
R/W SUP (CT)	1,050							1,050	
CON SUP (CT)			12,000					12,000	
R/W	4,750							4,750	
CON			59,000					59,000	
TOTAL	7,825	3,500	71,000					82,325	

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 08/18/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	TUL	99	36024	0613000005	6400G	

**SECTION 1 - All Projects****Project Background**

Project originally programmed in the 2012 STIP for PS&E Support, Right of Way Support and Capital. With 2014 STIP, the project programming was split into EA 06-36025\_ (PPNO 6400E) and EA 06-36026\_ (PPNO 6400F) and construction funds were programmed for 06-36025\_. With the 2016 STIP, programmed construction funds from 06-36025\_ were removed.

**Programming Change Requested**

Combine 06-36025\_ and 06-36026\_ back into 06-36024\_. Replace 06-36025 2014 STIP Program funds of \$39 Million IIP CON Capital, \$4 Million RIP CON Capital, and \$6 Million IIP CON Support. Additional IIP CON Capital of \$24 Million, IIP CON Support of \$6 Million, and IIP PS&E Support of \$3.5 Million will complete the original 2012 STIP programmed project.

**Reason for Proposed Change**

Complete project scope as programmed in the 2012 STIP.

**If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded****Other Significant Information****SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)  
Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects****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
James Bane		Project Manager	8/17/2017

**Attachments**

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

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Yes					Date:	09/06/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
06	48950	0614000040	6369			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
TUL	99	25.4	30.5	Caltrans		
				MPO	Element	
				TCAG	CO	
Project Manager/Contact		Phone		E-mail Address		
Anand Kappor		(559)243-3588		<a href="mailto:anand.kapoor@dot.ca.gov">anand.kapoor@dot.ca.gov</a>		
<b>Project Title</b>						
Tulare City Widening						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
In and near the city of Tulare, from Avenue 200 to Prosperity Avenue. Widen from 4 lanes to 6 lanes.						
<b>Component</b>						
Implementing Agency						
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
<b>Legislative Districts</b>						
Assembly:		Senate:		Congressional:		
<b>Project Benefits</b>						
The improvement would reduce traffic congestion and improve traffic safety.						
<b>Purpose and Need</b>						
Demand for this facility is increasing due to the regional population growth and recent development in the area. The ADT will nearly double by 2040 and nearly triple by 2060. This project is needed to address a projected capacity problem and low Level of Service. The purpose of this project is to relieve congestion, reduce delays, and increase safety.						
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>
State Highway Road Construction		Mixed Flow lane-miles constructed			Miles	
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis No	
Includes Sustainable Communities Strategy Goals No					Reduces Greenhouse Gas Emissions Yes	
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved					03/18/09	
Begin Environmental (PA&ED) Phase					07/01/2014	10/01/18
Circulate Draft Environmental Document			<b>Document Type</b>	12/01/2016	03/01/21	
Draft Project Report					11/01/2016	02/01/21
End Environmental Phase (PA&ED Milestone)					08/01/2017	10/01/21
Begin Design (PS&E) Phase					09/01/2017	10/01/21
End Design Phase (Ready to List for Advertisement Milestone)					09/01/2020	10/01/23
Begin Right of Way Phase					09/01/2017	10/01/21
End Right of Way Phase (Right of Way Certification Milestone)					08/01/2020	09/01/23
Begin Construction Phase (Contract Award Milestone)					03/01/2021	07/01/24
End Construction Phase (Construction Contract Acceptance Milestone)					08/01/2023	07/01/26
Begin Closeout Phase					08/01/2023	07/01/26
End Closeout Phase (Closeout Report)					10/01/2025	07/01/29

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 09/06/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	TUL, ,	99, ,	48950	0614000040	6369	
<b>Project Title:</b> Tulare City Widening						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)				3,000				3,000	Caltrans
PS&E					7,500			7,500	Caltrans
R/W SUP (CT)					6,000			6,000	Caltrans
CON SUP (CT)					12,000			12,000	Caltrans
R/W					47,000			47,000	Caltrans
CON					124,000			124,000	Caltrans
<b>TOTAL</b>				<b>3,000</b>	<b>196,500</b>			<b>199,500</b>	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		4,150						4,150	
PS&E					6,000			6,000	
R/W SUP (CT)							6,000	6,000	
CON SUP (CT)							13,000	13,000	
R/W							47,000	47,000	
CON							124,000	124,000	
<b>TOTAL</b>		<b>4,150</b>			<b>6,000</b>		<b>190,000</b>	<b>200,150</b>	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)				3,000				3,000	Tulare County Association of Gove
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>				<b>3,000</b>				<b>3,000</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		2,150						2,150	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>		<b>2,150</b>						<b>2,150</b>	

Fund No. 2:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E					7,500			7,500	
R/W SUP (CT)					6,000			6,000	
CON SUP (CT)					12,000			12,000	
R/W					47,000			47,000	
CON					124,000			124,000	
<b>TOTAL</b>					<b>196,500</b>			<b>196,500</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)							6,000	6,000	
CON SUP (CT)							13,000	13,000	
R/W							47,000	47,000	
CON							124,000	124,000	
<b>TOTAL</b>							<b>190,000</b>	<b>190,000</b>	



Fund No. 3: IIP - National Hwy System (NH)									Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)		2,000						2,000	
PS&E					6,000			6,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		2,000			6,000			8,000	

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 09/06/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	TUL	99	48950	0614000040	6369	

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

**Reason for Proposed Change**

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

**Other Significant Information**

**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)  
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects**

**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

**Attachments**

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

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	08/28/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
08	34770	0800000616		0215C	34770		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SBD	58	R0	R12.9	Caltrans			
				MPO	Element		
				SCAG	CO		
Project Manager/Contact		Phone		E-mail Address			
Wil Ochoa		(909)806-3200		<a href="mailto:Wil.Ochoa@dot.ca.gov">Wil.Ochoa@dot.ca.gov</a>			
<b>Project Title</b>							
Kramer Junction							
<b>Location (Project Limits), Description ( Scope of Work)</b>							
In Kramer Junction, from the Kern County line to 7.5 miles east of the Route 395 junction. Realign highway and construct grade separations.							
<b>Component</b>							
<b>Implementing Agency</b>							
PA&ED	Caltrans						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
<b>Legislative Districts</b>							
Assembly:	34	Senate:	18	Congressional:	22,25		
<b>Project Benefits</b>							
<b>Purpose and Need</b>							
Need for Project: Need for Project: This 2-lane section of SR-58 is experiencing congestion and delays due to increasing truck volume and lack of passing opportunities. At the intersection of SR-58 and SR-395, increasing volume of traffic is creating operational and safety problems because the capacity of the intersection is frequently exceeded. - Purpose of Project: Eliminate potential hazardous traffic at grade crossing due to							
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>	
State Highway Road Construction		Mixed Flow lane-miles constructed			Miles	51.6	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis		No
Includes Sustainable Communities Strategy Goals			No	Reduces Greenhouse Gas Emissions Y/N			
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					02/09/2007		
Circulate Draft Environmental Document			<b>Document Type</b>	EIR	01/30/2013		
Draft Project Report					12/30/2012		
End Environmental Phase (PA&ED Milestone)					05/02/2014		
Begin Design (PS&E) Phase					05/03/2014		
End Design Phase (Ready to List for Advertisement Milestone)					10/26/2016		
Begin Right of Way Phase					05/05/2014		
End Right of Way Phase (Right of Way Certification Milestone)					09/15/2016		
Begin Construction Phase (Contract Award Milestone)					06/09/2017		
End Construction Phase (Construction Contract Acceptance Milestone)					09/09/2019		
Begin Closeout Phase					09/10/2019		
End Closeout Phase (Closeout Report)					09/10/2021		

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 08/28/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
08	SBD, ,	58, ,	34770	0800000616	0215C	
<b>Project Title:</b> Kramer Junction						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	8,934							8,934	Caltrans
PS&E	12,580							12,580	Caltrans
R/W SUP (CT)	6,095							6,095	Caltrans
CON SUP (CT)	7,800	9,032	3,168					20,000	Caltrans
R/W	24,697							24,697	Caltrans
CON	70,000	75,203	27,427					172,630	Caltrans
<b>TOTAL</b>	<b>130,106</b>	<b>84,235</b>	<b>30,595</b>					<b>244,936</b>	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	8,934							8,934	
PS&E	12,580							12,580	
R/W SUP (CT)	6,095							6,095	
CON SUP (CT)	7,800	9,032	3,168					20,000	
R/W	24,697							24,697	
CON	70,000	75,203	27,427					172,630	
<b>TOTAL</b>	<b>130,106</b>	<b>84,235</b>	<b>30,595</b>					<b>244,936</b>	

<b>Fund No. 1:</b>	<b>IIP - National Hwy System (NH)</b>								<b>Program Code</b>
<b>Existing Funding (\$1,000s)</b>									20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	8,934							8,934	Caltrans
PS&E	12,580							12,580	All Construction funding voted 08/16/17
R/W SUP (CT)	6,095							6,095	
CON SUP (CT)	7,800	9,032	3,168					20,000	
R/W	24,697							24,697	
CON	70,000	75,203	27,427					172,630	
<b>TOTAL</b>	<b>130,106</b>	<b>84,235</b>	<b>30,595</b>					<b>244,936</b>	

Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	8,934							8,934	
PS&E	12,580							12,580	
R/W SUP (CT)	6,095							6,095	
CON SUP (CT)	7,800	9,032	3,168					20,000	
R/W	24,697							24,697	
CON	70,000	75,203	27,427					172,630	
<b>TOTAL</b>	<b>130,106</b>	<b>84,235</b>	<b>30,595</b>					<b>244,936</b>	

<b>Fund No. 2:</b>									<b>Program Code</b>
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 08/28/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
08	SBD	58	34770	0800000616	0215C	

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

**Reason for Proposed Change**

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

**Other Significant Information**

**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)  
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects**

**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

**Attachments**

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

Amendment (Existing Project) Yes					Date:	07/20/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
09	21340	0900000030		0170			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
INY	395	29.2	41.8	Caltrans			
				MPO		Element	
				Non-MPO		CO	
Project Manager/Contact		Phone		E-mail Address			
Dennee Alcala		(760) 872-0767		<a href="mailto:dennee_alcala@dot.ca.gov">dennee_alcala@dot.ca.gov</a>			
<b>Project Title</b>							
Olancha and Cartago Expressway							
<b>Location (Project Limits), Description ( Scope of Work)</b>							
Near Olancha and Cartago, south of the Los Angeles Aqueduct Bridge to south of the Ash Creek Bridge. Construct 4-lane expressway on new alignment.							
<b>Component</b>							
Implementing Agency							
PA&ED	Caltrans						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
<b>Legislative Districts</b>							
Assembly:	26	Senate:	18	Congressional:	8		
<b>Project Benefits</b>							
The project benefits will include multi-modal improvements, ped/bike improvements, and safety improvements. The improvements support a growing economy and improve livability in the region.							
<b>Purpose and Need</b>							
The existing 2-lane highway is not adequate to meet current and future demand. A 4-lane expressway will address safety concerns due to limited passing opportunities. The project will also include the following Complete Streets elements: new shoulders, new non-motorized multi-use undercrossing, Class III Bike Route, appropriate bicycle-related signage, bus stop signage for Eastern Sierra Transit Authority, bus turnout, and intersection improvements that could improve pedestrian and bicycle mobility.							
<b>Category</b>		<b>Outputs/Outcomes</b>				<b>Unit</b>	<b>Total</b>
State Highway Road Construction		Turnouts constructed				each	2
State Highway Road Construction		Pedestrian/Bicycle Facilities miles constructed				Miles	12.14
State Highway Road Construction		New roadway lane-miles				Miles	12.14
Local streets and roads		New roadway lane-miles				Miles	4.8
ADA Improvements	No	Bike/Ped Improvements	Yes	Reversible Lane analysis		No	
Includes Sustainable Communities Strategy Goals				Yes	Reduces Greenhouse Gas Emissions		No
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document					<b>Document Type</b>		
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					11/01/2011		
Begin Design (PS&E) Phase					08/01/2011	01/01/00	
End Design Phase (Ready to List for Advertisement Milestone)					07/01/2013	05/01/20	
Begin Right of Way Phase					06/01/2012	01/01/00	
End Right of Way Phase (Right of Way Certification Milestone)					06/01/2014	02/01/20	
Begin Construction Phase (Contract Award Milestone)					07/01/2014	10/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)					11/01/2017	08/01/22	
Begin Closeout Phase					01/01/2019	03/01/23	
End Closeout Phase (Closeout Report)					02/01/2019	12/03/29	

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 07/20/17

**Additional Information**

The project is consistent with the Transportation Concept Report and the Inyo County Regional Transportation Plan. It is a Priority Interregional Highway in the Caltrans Interregional Transportation Strategic Plan and is included in the Caltrans Highway Freight Network. The environmental phase was completed in May 2017.

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 07/20/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
09	INY, ,	395, ,	21340	0900000030	0170	
<b>Project Title:</b> Olancha and Cartago Expressway						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	6,185							6,185	Caltrans
PS&E	5,128							5,128	Caltrans
R/W SUP (CT)	3,032							3,032	Caltrans
CON SUP (CT)					8,100			8,100	Caltrans
R/W	13,518							13,518	Caltrans
CON					80,400			80,400	Caltrans
<b>TOTAL</b>	<b>27,863</b>				<b>88,500</b>			<b>116,363</b>	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	9,370							9,370	
PS&E	7,310							7,310	
R/W SUP (CT)	3,500							3,500	
CON SUP (CT)					9,850			9,850	
R/W	24,800							24,800	
CON					83,100			83,100	
<b>TOTAL</b>	<b>44,980</b>				<b>92,950</b>			<b>137,930</b>	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Inyo County Local Transportation C
PS&E	2,051							2,051	
R/W SUP (CT)	1,213							1,213	
CON SUP (CT)									
R/W	5,407							5,407	
CON									
<b>TOTAL</b>	<b>8,671</b>							<b>8,671</b>	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	2,924							2,924	
R/W SUP (CT)	1,400							1,400	
CON SUP (CT)					2,700			2,700	
R/W	9,920							9,920	
CON					22,045			22,045	
<b>TOTAL</b>	<b>14,244</b>				<b>24,745</b>			<b>38,989</b>	

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E	513							513	
R/W SUP (CT)	303							303	
CON SUP (CT)									
R/W	1,352							1,352	
CON									
<b>TOTAL</b>	<b>2,168</b>							<b>2,168</b>	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	731							731	
R/W SUP (CT)	350							350	
CON SUP (CT)					985			985	
R/W	2,480							2,480	
CON					8,310			8,310	
<b>TOTAL</b>	<b>3,561</b>				<b>9,295</b>			<b>12,856</b>	



Fund No. 3:		RIP - National Hwy System (NH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.075.600	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Mono County Local Transportation	
PS&E	513							513		
R/W SUP (CT)	303							303		
CON SUP (CT)										
R/W	1,352							1,352		
CON										
TOTAL	2,168							2,168		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	937							937		
PS&E	731							731		
R/W SUP (CT)	350							350		
CON SUP (CT)					985			985		
R/W	2,480							2,480		
CON					8,310			8,310		
TOTAL	4,498				9,295			13,793		

Fund No. 4:		RIP - State Cash (ST-CASH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.075.600	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)	2,749							2,749	Inyo County Local Transportation C	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	2,749							2,749		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	3,748							3,748		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	3,748							3,748		

Fund No. 5:		RIP - State Cash (ST-CASH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.075.600	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)	687							687	Kern Council of Governments	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	687							687		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	937							937		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	937							937		

Fund No. 6:		IIP - National Hwy System (NH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.025.700	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E	2,051							2,051		
R/W SUP (CT)	1,213							1,213		
CON SUP (CT)										
R/W	5,407							5,407		
CON										
TOTAL	8,671							8,671		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E	2,924							2,924		
R/W SUP (CT)	1,400							1,400		
CON SUP (CT)					5,180			5,180		
R/W	9,920							9,920		
CON					44,435			44,435		
TOTAL	14,244				49,615			63,859		

Fund No. 7:		IIP - State Cash (ST-CASH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.025.700	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)	2,749							2,749	Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	2,749							2,749		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	3,748							3,748		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	3,748							3,748		

Fund No. 8:									Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)					8,100			8,100		
R/W										
CON					80,400			80,400		
TOTAL					88,500			88,500		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Amendment (Existing Project) Yes					Date:	07/20/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
09	21342			0170A			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
INY	395	29.2	41.8	Caltrans			
				MPO		Element	
				Non-MPO		CO	
Project Manager/Contact		Phone		E-mail Address			
Dennee Alcalá		(760) 872-0767		<a href="mailto:dennee_alcala@dot.ca.gov">dennee_alcala@dot.ca.gov</a>			
<b>Project Title</b>							
Olancha and Cartago Archaeological Pre-Mitigation							
<b>Location (Project Limits), Description ( Scope of Work)</b>							
Near Olancha and Cartago, south of the Los Angeles Aqueduct Bridge to south of the Ash Creek Bridge. Archaeological pre-mitigation for the Olancha Cartago Expressway project.							
<b>Component</b>							
		<b>Implementing Agency</b>					
PA&ED	Caltrans						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
<b>Legislative Districts</b>							
Assembly:	26	Senate:	18	Congressional:	8		
<b>Project Benefits</b>							
The parent project benefits include numerous multi-modal improvements, Ped/Bike improvements, and safety improvements. These improvements support a growing economy and improve livability in the region.							
<b>Purpose and Need</b>							
To address the mitigation for the expressway being developed under the Olancha and Cartago Expressway project (PPNO 0170, Project ID 0900000030).							
<b>Category</b>		<b>Outputs/Outcomes</b>				<b>Unit</b>	<b>Total</b>
ADA Improvements No		Bike/Ped Improvements Yes		Reversible Lane analysis		No	
Includes Sustainable Communities Strategy Goals Yes			Reduces Greenhouse Gas Emissions No				
<b>Project Milestone</b>						<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				<b>Document Type</b>			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)							
End Construction Phase (Construction Contract Acceptance Milestone)							
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

**ADA Notice** For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 07/20/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
09	INY, ,	395, ,	21342		0170A	
<b>Project Title:</b> Olancha and Cartago Archaeological Pre-Mitigation						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON		5,000						5,000	Caltrans
<b>TOTAL</b>		<b>5,000</b>						<b>5,000</b>	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		5,000						5,000	
<b>TOTAL</b>		<b>5,000</b>						<b>5,000</b>	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Inyo County Local Transportation C
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,000						2,000	
<b>TOTAL</b>		<b>2,000</b>						<b>2,000</b>	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,000						2,000	
<b>TOTAL</b>		<b>2,000</b>						<b>2,000</b>	

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		500						500	
<b>TOTAL</b>		<b>500</b>						<b>500</b>	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		500						500	
<b>TOTAL</b>		<b>500</b>						<b>500</b>	

Fund No. 3:		RIP - National Hwy System (NH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.075.600	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Mono County Local Transportation	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		500						500		
TOTAL		500						500		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		500						500		
TOTAL		500						500		

Fund No. 4:		IIP - National Hwy System (NH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.025.700	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
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 No. 5:									Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 07/20/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
09	INY	395	21342		0170A	

**SECTION 1 - All Projects****Project Background**

This project will perform required mitigation for impacts to archaeological and cultural resources that will be impacted by the US 395 Olancho/Cartago 4-Lane Project. The project will conduct a phased evaluation and mitigation program for archaeological and cultural resources prior to, and in support of, the construction of the US 395 Olancho/Cartago 4-Lane Project. Approximately 40% of the preferred alternative alignment will impact archaeological sites, which must be evaluated and mitigated through a streamlined process developed specifically for this project.

**Programming Change Requested**

Move from the 2016 STIP to the 2018 STIP.

**Reason for Proposed Change**

To continue with delivery of the project.

**If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded****Other Significant Information****SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)  
Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects****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

**Attachments**

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

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	07/25/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
10	0Q121	1014000167		0161A	Project H		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
MER	99	28.2	R37.3	Caltrans			
				MPO		Element	
				MCAG		CO	
Project Manager/Contact		Phone		E-mail Address			
Jim Robinson		(909) 917-8839		<a href="mailto:jim.robinson@dot.ca.gov">jim.robinson@dot.ca.gov</a>			
<b>Project Title</b>							
Livingston Widening Northbound							
<b>Location (Project Limits), Description ( Scope of Work)</b>							
In Livingston, from 0.8 mile south of Hammatt Avenue to Merced/Stanislaus county line. Widen freeway from two lanes to three lanes in the northbound direction only.							
<b>Component</b>							
		Implementing Agency					
PA&ED	Caltrans						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
<b>Legislative Districts</b>							
Assembly:	17		Senate:	12		Congressional:	18
<b>Project Benefits</b>							
Mixed flow lane miles added.							
<b>Purpose and Need</b>							
This project proposes to enhance capacity within the project limits, reduce congestion and improve traffic operations. The existing 2-lane facility will not meet current or future traffic demands particularly for freight. An additional general purpose lane is needed to reduce congestion, Green House Gas emissions and to attain facility consistency with the adjacent 3-lane freeway segments.							
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>	
State Highway Road Construction		Mixed Flow lane-miles constructed			Miles	7.65	
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			Document Type	ND/FONSI			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					06/02/14		
Begin Design (PS&E) Phase					08/01/14		
End Design Phase (Ready to List for Advertisement Milestone)						01/12/18	
Begin Right of Way Phase					08/12/14		
End Right of Way Phase (Right of Way Certification Milestone)						12/12/17	
Begin Construction Phase (Contract Award Milestone)						08/03/20	
End Construction Phase (Construction Contract Acceptance Milestone)						04/15/22	
Begin Closeout Phase						07/07/23	
End Closeout Phase (Closeout Report)						05/07/25	

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 07/25/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	MER, ,	99, ,	0Q121	1014000167	0161A	
<b>Project Title:</b> Livingston Widening Northbound						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	800							800	Caltrans
PS&E	2,050							2,050	Caltrans
R/W SUP (CT)	10							10	Caltrans
CON SUP (CT)					5,000			5,000	Caltrans
R/W	10							10	Caltrans
CON					35,000			35,000	Caltrans
<b>TOTAL</b>	<b>2,870</b>				<b>40,000</b>			<b>42,870</b>	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	800							800	
PS&E	2,050							2,050	
R/W SUP (CT)	10							10	
CON SUP (CT)					5,000			5,000	
R/W	10							10	
CON					35,000			35,000	
<b>TOTAL</b>	<b>2,870</b>				<b>40,000</b>			<b>42,870</b>	

Fund No. 1:	IIP - National Hwy System (NH)								Program Code	
Existing Funding (\$1,000s)									20.XX.025.700	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)	800							800	Caltrans	
PS&E	2,050							2,050		
R/W SUP (CT)	10							10		
CON SUP (CT)										
R/W	10							10		
CON										
<b>TOTAL</b>	<b>2,870</b>							<b>2,870</b>		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)	800							800		New Request 2018 STIP
PS&E	2,050							2,050		
R/W SUP (CT)	10							10		
CON SUP (CT)					5,000			5,000		
R/W	10							10		
CON					29,500			29,500		
<b>TOTAL</b>	<b>2,870</b>				<b>34,500</b>			<b>37,370</b>		

Fund No. 2:	Future Need - Future Funds IIP								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)					5,000			5,000	
R/W									
CON					35,000			35,000	
<b>TOTAL</b>					<b>40,000</b>			<b>40,000</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									



Fund No. 3:		RIP - National Hwy System (NH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.075.600	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Local Shares - MCAG	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)									Local Shares from 2018 STIP	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON					5,500			5,500		
TOTAL					5,500			5,500		

Fund No. 4:									Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 5:									Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

*Complete this page for amendments only*

Date: 07/25/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	MER	99	0Q121	1014000167	0161A	

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

**Reason for Proposed Change**

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

**Other Significant Information**

**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)  
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects**

**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

**Attachments**

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

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	07/25/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
10	0Q122	1014000168	0161B	Project H		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
MER	99	28.2	R37.3	Caltrans		
				MPO	Element	
				MCAG	CO	
Project Manager/Contact		Phone		E-mail Address		
Jim Robinson		909-917-8839		<a href="mailto:jim.robinson@dot.ca.gov">jim.robinson@dot.ca.gov</a>		
<b>Project Title</b>						
Livingston Widening Southbound						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
In Livingston, from 0.8 mile south of Hammatt Avenue to Merced/Stanislaus county line. Widen freeway from two lanes to three lanes in the southbound direction only.						
<b>Component</b>						
		<b>Implementing Agency</b>				
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
<b>Legislative Districts</b>						
Assembly:	17	Senate:	12	Congressional:	18	
<b>Project Benefits</b>						
Mixed flow lane miles added.						
<b>Purpose and Need</b>						
This project proposes to enhance capacity within the project limits, reduce congestion and improve traffic operations. The existing 2-lane facility will not meet current or future traffic demands particularly for freight. An additional general purpose lane is needed to reduce congestion, Green House Gas emissions and to attain the facility consistency with the adjacent 3-lane segments.						
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis No	
Includes Sustainable Communities Strategy Goals Yes					Reduces Greenhouse Gas Emissions Yes	
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			Document Type	ND/FONSI		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)					06/02/14	
Begin Design (PS&E) Phase					08/01/14	
End Design Phase (Ready to List for Advertisement Milestone)					05/16/17	
Begin Right of Way Phase					07/01/14	
End Right of Way Phase (Right of Way Certification Milestone)					02/10/17	
Begin Construction Phase (Contract Award Milestone)						09/27/19
End Construction Phase (Construction Contract Acceptance Milestone)						07/10/21
Begin Closeout Phase						09/22/22
End Closeout Phase (Closeout Report)						06/22/14

**ADA Notice** For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 07/25/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	MER, ,	99, ,	0Q122	1014000168	0161B	
<b>Project Title:</b> Livingston Widening Southbound						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	1,700							1,700	Caltrans
PS&E	3,000							3,000	Caltrans
R/W SUP (CT)	100							100	Caltrans
CON SUP (CT)					4,500			4,500	Caltrans
R/W	200							200	Caltrans
CON					29,450			29,450	Caltrans
<b>TOTAL</b>	<b>5,000</b>				<b>33,950</b>			<b>38,950</b>	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	1,700							1,700	
PS&E	3,000							3,000	
R/W SUP (CT)	100							100	
CON SUP (CT)					4,500			4,500	
R/W	200							200	
CON					29,450			29,450	
<b>TOTAL</b>	<b>5,000</b>				<b>33,950</b>			<b>38,950</b>	

Fund No. 1:	IIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	1,700							1,700	Caltrans
PS&E	3,000							3,000	
R/W SUP (CT)	100							100	
CON SUP (CT)					4,500			4,500	
R/W	200							200	
CON					29,450			29,450	
<b>TOTAL</b>	<b>5,000</b>				<b>33,950</b>			<b>38,950</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,700							1,700	
PS&E	3,000							3,000	
R/W SUP (CT)	100							100	
CON SUP (CT)					4,500			4,500	
R/W	200							200	
CON					29,450			29,450	
<b>TOTAL</b>	<b>5,000</b>				<b>33,950</b>			<b>38,950</b>	

Fund No. 2:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					4,500			4,500	
R/W									
CON					29,450			29,450	
<b>TOTAL</b>					<b>33,950</b>			<b>33,950</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

*Complete this page for amendments only*

Date: 07/25/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	MER	99	0Q122	1014000168	0161B	

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

**Reason for Proposed Change**

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

**Other Significant Information**

**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)  
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects**

**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

**Attachments**

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

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	07/26/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
10	41911	100000433	5707A	5		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
MER	152	R22.3	R25.8	Caltrans		
				MPO	Element	
				MCAG	CO	
Project Manager/Contact		Phone		E-mail Address		
Jim Robinsopn		909-917-8839		<a href="mailto:jim.robinson@dot.ca.gov">jim.robinson@dot.ca.gov</a>		
<b>Project Title</b>						
Los Banos Bypass, Segment 1						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
In Los Banos, from Route 152 East to Route 165. Construct 4-lane expressway with signalized intersections at each end.						
<b>Component</b>						
		Implementing Agency				
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
<b>Legislative Districts</b>						
Assembly:	17	Senate:	12	Congressional:	18	
<b>Project Benefits</b>						
Daily Vehicle -Hours Saved = 957. Peak Person -Minutes Saved = 38,111. Cal B/C Total Benefits = \$6.4 million/year. Cal B/C Benefit-Cost Ratio = 1.9. CO2 emissions saved = 2,506 tons per year. Project reduces interregional, redreational, and commuter traffic congestion through central Los Banos; improves east-west interregional connection, reduces accident rates.						
<b>Purpose and Need</b>						
The construction of Segment 1 will relieve the existing Route 152 traffic on the east portion of town by giving an alternate route to travel to Route 165 north.						
State Route 152 is an ITSP Focus Route. It's primary purpose is to carry interregional and freight traffic east and west across the San Joaquin Valley, and provide access to the Bay Area via Pacheco Pass. It is a particularly high priority for agricultural commodities						
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>
State Highway Road Construction		Mixed Flow lane-miles constructed			Miles	3.5
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis	No
Includes Sustainable Communities Strategy Goals No					Reduces Greenhouse Gas Emissions	Yes
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			Document Type	EIR/EIS		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)					06/25/2007	
Begin Design (PS&E) Phase					09/01/2009	
End Design Phase (Ready to List for Advertisement Milestone)						08/15/19
Begin Right of Way Phase					12/01/2009	
End Right of Way Phase (Right of Way Certification Milestone)						07/15/19
Begin Construction Phase (Contract Award Milestone)						04/20/20
End Construction Phase (Construction Contract Acceptance Milestone)						04/15/22
Begin Closeout Phase						10/03/22
End Closeout Phase (Closeout Report)						07/23/24

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 07/26/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	MER, ,	152, ,	41911	1000000433	5707A	
<b>Project Title:</b> Los Banos Bypass, Segment 1						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E	3,880							3,880	Caltrans
R/W SUP (CT)	683							683	Caltrans
CON SUP (CT)									Caltrans
R/W	2,687							2,687	Caltrans
CON									Caltrans
<b>TOTAL</b>	<b>7,250</b>							<b>7,250</b>	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	3,880	1,000						4,880	
R/W SUP (CT)	683							683	
CON SUP (CT)									
R/W	2,687							2,687	
CON									
<b>TOTAL</b>	<b>7,250</b>	<b>1,000</b>						<b>8,250</b>	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Merced County Association of Gov
PS&E	1,437							1,437	
R/W SUP (CT)	35							35	
CON SUP (CT)									
R/W	5							5	
CON									
<b>TOTAL</b>	<b>1,477</b>							<b>1,477</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	1,437							1,437	
R/W SUP (CT)	35							35	
CON SUP (CT)									
R/W	5							5	
CON									
<b>TOTAL</b>	<b>1,477</b>							<b>1,477</b>	

Fund No. 2:	IIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	1,437							1,437	
R/W SUP (CT)	35							35	
CON SUP (CT)									
R/W	5							5	
CON									
<b>TOTAL</b>	<b>1,477</b>							<b>1,477</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	1,437	1,000						2,437	
R/W SUP (CT)	35							35	
CON SUP (CT)									
R/W	5							5	
CON									
<b>TOTAL</b>	<b>1,477</b>	<b>1,000</b>						<b>2,477</b>	

Fund No. 3:		Local Funds - Local Measure (MEA)							Program Code	
		Existing Funding (\$1,000s)							LOCAL FUNDS	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Merced County Association of Gov	
PS&E	116							116		
R/W SUP (CT)	123							123		
CON SUP (CT)										
R/W	2,677							2,677		
CON										
TOTAL	2,916							2,916		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E	116							116		
R/W SUP (CT)	123							123		
CON SUP (CT)										
R/W	2,677							2,677		
CON										
TOTAL	2,916							2,916		

Fund No. 4:		Demo - Demonstration-State TEA21 (DEMOS21)							Program Code	
		Existing Funding (\$1,000s)							20.30.010.680	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Merced County Association of Gov	
PS&E										
R/W SUP (CT)	490							490		
CON SUP (CT)										
R/W										
CON										
TOTAL	490							490		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)	490							490		
CON SUP (CT)										
R/W										
CON										
TOTAL	490							490		

Fund No. 5:		Federal Disc. - Trans. & Comm & Sys. Presrv. Pilot Prog (TCSPPP)							Program Code	
		Existing Funding (\$1,000s)							20.XX.400.300	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Merced County Association of Gov	
PS&E	890							890		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	890							890		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E	890							890		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	890							890		



**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 07/26/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	MER	152	41911	100000433	5707A	

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

**Reason for Proposed Change**

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

**Other Significant Information**

**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)  
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects**

**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

**Attachments**

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

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	07/19/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
75		0012000130	2098			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
LA				Caltrans		
				MPO	Element	
				SCAG	RAIL	
Project Manager/Contact		Phone		E-mail Address		
Bruce Plowman		(916)657-3875		<a href="mailto:bruce.plowman@dot.ca.gov">bruce.plowman@dot.ca.gov</a>		
<b>Project Title</b>						
Raymer to Bernson Double Track Project						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
On the Ventura County Line between Control Point (CP) Raymer (MP 453.1) and CP Bernson (MP 446.8) and passes through the Northridge Station. Construction of 39,000 linear feet of second main line; main line track relocation, relay rail and drainage improvements; four No. 20 turnouts, four bridges and work on the Northridge Station platform.						
<b>Component</b>						
		<b>Implementing Agency</b>				
<b>PA&amp;ED</b>		Los Angeles County Metropolitan Transportation Authority				
<b>PS&amp;E</b>		Los Angeles County Metropolitan Transportation Authority				
<b>Right of Way</b>		Los Angeles County Metropolitan Transportation Authority				
<b>Construction</b>		Los Angeles County Metropolitan Transportation Authority				
<b>Legislative Districts</b>						
<b>Assembly:</b>	38, 45	<b>Senate:</b>	27	<b>Congressional:</b>	30	
<b>Project Benefits</b>						
<b>Purpose and Need</b>						
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>
Intercity Rail/Mass Trans		Miles of new track			Miles	7.4
Intercity Rail/Mass Trans		New bridges			each	4
Intercity Rail/Mass Trans		Turnouts constructed			each	4
Intercity Rail/Mass Trans		Station improvements			each	1
ADA Improvements Y/N		Bike/Ped Improvements Y/N			Reversible Lane analysis Y/N	
Includes Sustainable Communities Strategy Goals Y/N			Reduces Greenhouse Gas Emissions Y/N			
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			<b>Document Type</b>			
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

**ADA Notice** For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 07/19/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
75	LA, ,	, ,		0012000130	2098	
<b>Project Title:</b> Raymer to Bernson Double Track Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	1,954							1,954	Los Angeles County Metropolitan
PS&E	6,500							6,500	Los Angeles County Metropolitan
R/W SUP (CT)									Los Angeles County Metropolitan
CON SUP (CT)									Los Angeles County Metropolitan
R/W									Los Angeles County Metropolitan
CON				88,800				88,800	Los Angeles County Metropolitan
<b>TOTAL</b>	<b>8,454</b>			<b>88,800</b>				<b>97,254</b>	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	1,954							1,954	
PS&E	6,500							6,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				88,800				88,800	
<b>TOTAL</b>	<b>8,454</b>			<b>88,800</b>				<b>97,254</b>	

Fund No. 1:	Federal Disc. - 2011 Federal Discretionary Grants (2011FDG)								Program Code
Existing Funding (\$1,000s)									20.XX.400.300
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	1,564							1,564	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>1,564</b>							<b>1,564</b>	
Proposed Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	1,564							1,564	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>1,564</b>							<b>1,564</b>	

Fund No. 2:	Local Funds - Measure R (MEA_R)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	390							390	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>390</b>							<b>390</b>	
Proposed Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	390							390	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>390</b>							<b>390</b>	

Fund No. 3:		IIP - National Hwy System (NH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.025.700	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON				60,820				60,820		
TOTAL				60,820				60,820		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON				60,820				60,820		
TOTAL				60,820				60,820		

Fund No. 4:		State Bond - Public Transportation Modernization Improvement (PTMISEA)							Program Code	
		Existing Funding (\$1,000s)							30.20.090.000	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E	6,500							6,500		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON				12,980				12,980		
TOTAL	6,500			12,980				19,480		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E	6,500							6,500		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON				12,980				12,980		
TOTAL	6,500			12,980				19,480		

Fund No. 5:		Local Funds - Local Transportation Funds (LTF)							Program Code	
		Existing Funding (\$1,000s)							20.XX.400.100	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON				15,000				15,000		
TOTAL				15,000				15,000		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON				15,000				15,000		
TOTAL				15,000				15,000		

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 07/19/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
75	LA			0012000130	2098	

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

**Reason for Proposed Change**

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

**Other Significant Information**

**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)  
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects**

**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

**Attachments**

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

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	07/19/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
75				2106			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
LA				Caltrans			
				MPO		Element	
				SCAG		RAIL	
Project Manager/Contact		Phone		E-mail Address			
Bruce Plowman		(916)657-3875		<a href="mailto:bruce.plowman@dot.ca.gov">bruce.plowman@dot.ca.gov</a>			
<b>Project Title</b>							
Burbank Airport and Rail Station Pedestrian Grade Separation							
<b>Location (Project Limits), Description ( Scope of Work)</b>							
In the City of Burbank, at the existing joint use Amtrak and Metrolink rail station. Metrolink Ventura Subdivision, M.P. 460.60, Burbank California, located at 3750 Empire Avenue. Pedestrian grade separation, elevated bridge connecting Burbank Bob Hope Airport Rail Station and the Regional Intermodal Transportation Center.							
<b>Component</b>							
<b>Implementing Agency</b>							
PA&ED	Los Angeles County Metropolitan Transportation Authority						
PS&E	Los Angeles County Metropolitan Transportation Authority						
Right of Way	Los Angeles County Metropolitan Transportation Authority						
Construction	Los Angeles County Metropolitan Transportation Authority						
<b>Legislative Districts</b>							
Assembly:	43	Senate:	25	Congressional:	28		
<b>Project Benefits</b>							
<b>Purpose and Need</b>							
Construction of a new Pedestrian Bridge over Empire Avenue. Pedestrian bridge will provide a grade separated crossing of Empire Avenue and the railroad tracks for pedestrians traveling between the Airport terminal and the Station supporting "plane-to-train" service.							
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>	
Intercity Rail/Mass Trans		Grade separations/ rail crossing improvements			each	1	
ADA Improvements Y/N		Bike/Ped Improvements Y/N			Reversible Lane analysis Y/N		
Includes Sustainable Communities Strategy Goals Y/N				Reduces Greenhouse Gas Emissions Y/N			
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			<b>Document Type</b>				
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)					07/01/2018		
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)					10/01/2018		
End Construction Phase (Construction Contract Acceptance Milestone)					08/01/2020		
Begin Closeout Phase					09/01/2020		
End Closeout Phase (Closeout Report)					10/01/2020		

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 07/19/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
75	LA, ,	, ,			2106	
<b>Project Title:</b> Burbank Airport and Rail Station Pedestrian Grade Separation						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	708							708	Los Angeles County Metropolitan
PS&E	1,060							1,060	Los Angeles County Metropolitan
R/W SUP (CT)									Los Angeles County Metropolitan
CON SUP (CT)									Los Angeles County Metropolitan
R/W									Los Angeles County Metropolitan
CON				12,464				12,464	Los Angeles County Metropolitan
<b>TOTAL</b>	<b>1,768</b>			<b>12,464</b>				<b>14,232</b>	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	708							708	
PS&E	1,060							1,060	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				5,464				5,464	
<b>TOTAL</b>	<b>1,768</b>			<b>5,464</b>				<b>7,232</b>	

Fund No. 1:	IIP - Surface Transportation Program (STP)								Program Code
Existing Funding (\$1,000s)									30.20.020.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				7,000				7,000	
<b>TOTAL</b>				<b>7,000</b>				<b>7,000</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									LA-METRO has cancelled this project.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

Fund No. 2:	Local Funds - Measure R (MEA_R)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	708							708	Los Angeles County Metropolitan T
PS&E	1,060							1,060	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>1,768</b>							<b>1,768</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	708							708	
PS&E	1,060							1,060	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>1,768</b>							<b>1,768</b>	

Fund No. 3: State Bond - Public Transportation Modernization Improvement (PTMISEA)									Program Code
Existing Funding (\$1,000s)									30.20.090.000
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				5,464				5,464	
TOTAL				5,464				5,464	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				5,464				5,464	
TOTAL				5,464				5,464	

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									



**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 07/19/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
75	LA				2106	

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

Cancel project.

**Reason for Proposed Change**

The Burbank Airport Pedestrian Grade Separation project was cancelled by LA-Metro when they discovered issues with the design. These issues will prevent on time delivery of construction. At this time there is no schedule for redesign and construction.

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

**Other Significant Information**

**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)  
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects**

**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

**Attachments**

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

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	08/04/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
75				2107			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
ORA		193.9	195.7	Caltrans			
				MPO		Element	
				SCAG		RAIL	
Project Manager/Contact		Phone		E-mail Address			
Bruce Plowman		(916)657-3875		<a href="mailto:bruce.plowman@dot.ca.gov">bruce.plowman@dot.ca.gov</a>			
<b>Project Title</b>							
Laguna Niguel to San Juan Capistrano Passing Siding							
<b>Location (Project Limits), Description ( Scope of Work)</b>							
In the City of San Juan Capistrano on the Pacific Surfliner Corridor, adjacent to the existing main track between MP 193.9 & 195.7 and partially in the City of Laguna Niguel MP 194.0 & 194.2. Construct 1.8 miles of new passing siding railroad track & relocate existing spur track.							
<b>Component</b>							
Implementing Agency							
PA&ED							
PS&E							
Right of Way							
Construction							
Legislative Districts							
Assembly:	73		Senate:	36		Congressional:	49
<b>Project Benefits</b>							
The proposed project would allow existing train service to pass more quickly within the corridor. The passing siding would reduce existing congestion at the LNMV Metrolink Station, thereby providing more reliable corridor operations and fewer delays.							
<b>Purpose and Need</b>							
This single-track segment limits the reliability of overall train operations in the area and complicates the more intense commuter operation to the north, since many of the trains terminate at the LNMV Metrolink Station. The passing siding project would reduce existing congestion at the LNMV Metrolink Station, thereby providing more reliable corridor operations and fewer delays. The project also would not affect the number or frequency of trains operating along the LOSSAN corridor. The proposed project would allow existing train							
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>	
Intercity Rail/Mass Trans		Miles of new track			Miles	1.8	
ADA Improvements Y/N		Bike/Ped Improvements Y/N			Reversible Lane analysis Y/N		
Includes Sustainable Communities Strategy Goals Y/N				Reduces Greenhouse Gas Emissions Y/N			
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					08/01/2011		
Circulate Draft Environmental Document			<b>Document Type</b>		12/01/2013		
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					02/01/2014		
Begin Design (PS&E) Phase					02/01/2014		
End Design Phase (Ready to List for Advertisement Milestone)					08/01/2015		
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)					08/01/2018		
End Construction Phase (Construction Contract Acceptance Milestone)					02/01/2020		
Begin Closeout Phase					02/01/2020		
End Closeout Phase (Closeout Report)					08/31/2020		

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 08/04/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
75	ORA, ,	, ,			2107	
<b>Project Title:</b> Laguna Niguel to San Juan Capistrano Passing Siding						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	2,515							2,515	Orange County Transportation
R/W SUP (CT)									Orange County Transportation
CON SUP (CT)									Orange County Transportation
R/W									Orange County Transportation
CON		22,759						22,759	Orange County Transportation
<b>TOTAL</b>	<b>2,515</b>	<b>22,759</b>						<b>25,274</b>	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	2,515							2,515	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		22,759						22,759	
<b>TOTAL</b>	<b>2,515</b>	<b>22,759</b>						<b>25,274</b>	

<b>Fund No. 1:</b>	<b>IIP - Surface Transportation Program (STP)</b>								<b>Program Code</b>
Existing Funding (\$1,000s)									30.20.020.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		3,000						3,000	
<b>TOTAL</b>		<b>3,000</b>						<b>3,000</b>	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		3,000						3,000	
<b>TOTAL</b>		<b>3,000</b>						<b>3,000</b>	

<b>Fund No. 2:</b>	<b>FTA Funds - State of Good Repair Formula Grants (5337)</b>								<b>Program Code</b>
Existing Funding (\$1,000s)									FTA-TRANSIT
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Orange County Transportation Auth
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		14,706						14,706	
<b>TOTAL</b>		<b>14,706</b>						<b>14,706</b>	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		14,706						14,706	
<b>TOTAL</b>		<b>14,706</b>						<b>14,706</b>	

Fund No. 3:		CMAQ - Congestion Mitigation (CMAQ)							Program Code	
		Existing Funding (\$1,000s)							20.30.010.820	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E	2,515							2,515		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		5,053						5,053		
TOTAL	2,515	5,053						7,568		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E	2,515							2,515		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		5,053						5,053		
TOTAL	2,515	5,053						7,568		

Fund No. 4:									Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 5:									Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 08/04/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
75	ORA				2107	

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

**Reason for Proposed Change**

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

**Other Significant Information**

**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)  
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects**

**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

**Attachments**

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

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/03/17
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID
75				2108		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SD		244.1	245.7	Caltrans		
				MPO	Element	
				SANDAG	RAIL	
Project Manager/Contact		Phone		E-mail Address		
Mary Estensen		(916)654-5982		<a href="mailto:mary.estensen@dot.ca.gov">mary.estensen@dot.ca.gov</a>		
Project Title						
Del Mar Bluffs Stabilization Project 4						
Location (Project Limits), Description ( Scope of Work)						
In the City of Del Mar between Milepost (MP) 244.1 and MP 245.7 on the San Diego Subdivision of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor. Stabilize eroding areas of the Del Mar Bluffs with soil support including drilled shafts and tie backs.						
Component	Implementing Agency					
PA&ED	San Diego Association of Governments (SANDAG)					
PS&E	San Diego Association of Governments (SANDAG)					
Right of Way	San Diego Association of Governments (SANDAG)					
Construction	San Diego Association of Governments (SANDAG)					
Legislative Districts						
Assembly:		Senate:		Congressional:		
Project Benefits						
Purpose and Need						
The existing state of the Del Mar Bluffs poses a safety risk to trains operating across this segment of the corridor. The failure of the Bluffs is greatest when a train is present due to the imposed weight and vibrations on the soil. Continued operation over this segment requires an increase in the stability of the soil and containing erosion of the Bluffs.						
Category	Outputs/Outcomes			Unit	Total	
ADA Improvements Y/N	Bike/Ped Improvements Y/N			Reversible Lane analysis	Y/N	
Includes Sustainable Communities Strategy Goals Y/N			Reduces Greenhouse Gas Emissions Y/N			
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					09/27/2013	
Circulate Draft Environmental Document			Document Type		01/02/2014	
Draft Project Report					06/01/2014	
End Environmental Phase (PA&ED Milestone)					08/01/2014	
Begin Design (PS&E) Phase					06/01/2014	
End Design Phase (Ready to List for Advertisement Milestone)					01/02/2015	
Begin Right of Way Phase					06/01/2014	
End Right of Way Phase (Right of Way Certification Milestone)					01/02/2015	
Begin Construction Phase (Contract Award Milestone)					07/01/2017	
End Construction Phase (Construction Contract Acceptance Milestone)					08/01/2018	
Begin Closeout Phase					08/01/2018	
End Closeout Phase (Closeout Report)					11/01/2018	

**ADA Notice** For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 10/03/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
75	SD, ,	, ,			2108	
<b>Project Title:</b> Del Mar Bluffs Stabilization Project 4						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	250							250	San Diego Association of
PS&E	500							500	San Diego Association of
R/W SUP (CT)									San Diego Association of
CON SUP (CT)									San Diego Association of
R/W									San Diego Association of
CON	2,000							2,000	San Diego Association of
<b>TOTAL</b>	<b>2,750</b>							<b>2,750</b>	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	250							250	
PS&E	500							500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,000							2,000	
<b>TOTAL</b>	<b>2,750</b>							<b>2,750</b>	

Fund No. 1:	IIP - Surface Transportation Program (STP)								Program Code
Existing Funding (\$1,000s)									30.20.020.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,000							2,000	
<b>TOTAL</b>	<b>2,000</b>							<b>2,000</b>	
Proposed Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,000							2,000	
<b>TOTAL</b>	<b>2,000</b>							<b>2,000</b>	

Fund No. 2:	Local Funds - Local Transportation Funds (LTF)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	250							250	San Diego Association of Governm
PS&E	500							500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>750</b>							<b>750</b>	
Proposed Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	250							250	
PS&E	500							500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>750</b>							<b>750</b>	

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 10/03/17

District	County	Route	EA	Project ID	PPNO	Alt Proj.
75	SD				2108	

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

**Reason for Proposed Change**

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

**Other Significant Information**

**SECTION 3 - All Projects**

**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

**Attachments**

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



**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	07/19/17		
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID	
75				2065				
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency				
VAR				Caltrans				
				MPO		Element		
				MTC		RAIL		
Project Manager/Contact		Phone		E-mail Address				
Bruce Plowman		(916) 657-3875						
<b>Project Title</b>								
Capitalized Maintenance for the Capitol, San Joaquin, and Pacific Surfliner Corridors								
<b>Location (Project Limits), Description ( Scope of Work)</b>								
Amtrak California Routes on the Capitol Corridor, San Joaquin Corridor and Pacific Surfliner Corridor. Perform Track upgrades and maintenance.								
<b>Component</b>								
Implementing Agency								
PA&ED								
PS&E								
Right of Way								
Construction Caltrans								
<b>Legislative Districts</b>								
Assembly:	1, 32,34,35,37-39,43-46,51,			Senate:	14-19, 24,25,27,29,32,34,36		Congressional:	7,21-26, 28-30, 34,38-40,15
<b>Project Benefits</b>								
<b>Purpose and Need</b>								
Work includes activities to maintain the physical assets of the railroad: rail maintenance, track geometry maintenance, tie and fastener maintenance, ballast maintenance and signal maintenance.								
Benefits:								
Capitalized Maintenance for the Capital Corridor, San Joaquin, Pacific Surfliner allows for system wide maintenance to ensure								
<b>Category</b>		<b>Outputs/Outcomes</b>				<b>Unit</b>	<b>Total</b>	
Intercity Rail/Mass Trans		Track and Signal Upgrades						
ADA Improvements Y/N		Bike/Ped Improvements Y/N		Reversible Lane analysis		Y/N		
Includes Sustainable Communities Strategy Goals Y/N				Reduces Greenhouse Gas Emissions Y/N				
<b>Project Milestone</b>						<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved								
Begin Environmental (PA&ED) Phase								
Circulate Draft Environmental Document				<b>Document Type</b>				
Draft Project Report								
End Environmental Phase (PA&ED Milestone)								
Begin Design (PS&E) Phase								
End Design Phase (Ready to List for Advertisement Milestone)								
Begin Right of Way Phase								
End Right of Way Phase (Right of Way Certification Milestone)								
Begin Construction Phase (Contract Award Milestone)								
End Construction Phase (Construction Contract Acceptance Milestone)								
Begin Closeout Phase								
End Closeout Phase (Closeout Report)								

**ADA Notice** For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 07/19/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
75	VAR, ,	, ,			2065	
<b>Project Title:</b> Capitalized Maintenance for the Capitol, San Joaquin, and Pacific Surfliner Corridors						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Caltrans
R/W									
CON	4,000	2,000						6,000	Caltrans
<b>TOTAL</b>	<b>4,000</b>	<b>2,000</b>						<b>6,000</b>	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	4,000	2,000		8,000	4,000	4,000		22,000	
<b>TOTAL</b>	<b>4,000</b>	<b>2,000</b>		<b>8,000</b>	<b>4,000</b>	<b>4,000</b>		<b>22,000</b>	

<b>Fund No. 1:</b>	<b>IIP - State highway Account (SHA)</b>								<b>Program Code</b>
<b>Existing Funding (\$1,000s)</b>									30.20.020.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	4,000	2,000		8,000	4,000	4,000		6,000	
<b>TOTAL</b>	<b>4,000</b>	<b>2,000</b>		<b>8,000</b>	<b>4,000</b>	<b>4,000</b>		<b>6,000</b>	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	4,000	2,000		8,000	4,000	4,000		22,000	
<b>TOTAL</b>	<b>4,000</b>	<b>2,000</b>		<b>8,000</b>	<b>4,000</b>	<b>4,000</b>		<b>22,000</b>	

<b>Fund No. 2:</b>									<b>Program Code</b>
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 07/19/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
75	VAR				2065	

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

**Reason for Proposed Change**

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

**Other Significant Information**

**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)  
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects**

**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

**Attachments**

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

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	08/16/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
75				2002A			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
LA		S157.8	157.8	Caltrans			
				MPO		Element	
				SCAG		RAIL	
Project Manager/Contact		Phone		E-mail Address			
Bruce Plowman		(916)657-3875					
<b>Project Title</b>							
Rosecrans / Marquardt Grade Sep							
<b>Location (Project Limits), Description ( Scope of Work)</b>							
In Santa Fe Springs, LA on the BNSF Line. Construct a grade separation at Rosecrans and Marquardt Avenues. (Parent project = PPNO 2002).							
<b>Component</b>							
		<b>Implementing Agency</b>					
<b>PA&amp;ED</b>		Los Angeles Metropolitan Transportation Agency (METRO)					
<b>PS&amp;E</b>		Los Angeles Metropolitan Transportation Agency (METRO)					
<b>Right of Way</b>		Los Angeles Metropolitan Transportation Agency (METRO)					
<b>Construction</b>		Los Angeles Metropolitan Transportation Agency (METRO)					
<b>Legislative Districts</b>							
<b>Assembly:</b>	56		<b>Senate:</b>	30		<b>Congressional:</b>	39
<b>Project Benefits</b>							
This grade separation project will improve safety and traffic congestion relief. Separating train from vehicular and pedestrian traffic will eliminate train/automobile accidents immediately, and provide a much safer pedestrian environment as well. Traffic circulation on local streets will greatly improve, as it will become independent of train movements when the grade crossing is eliminated. Air quality will improve, as vehicle emissions would be reduced by eliminating idling trucks and autos at the rail/road crossings.							
<b>Purpose and Need</b>							
The Rosecrans/Marquardt intersection is one of the most dangerous at-grade crossings in the State. The current level of train movements through this intersection has resulted in significant localized street congestion. The congestion at this intersection directly impacts on-time performance for the Pacific Surfliner, Amtrak, and Metrolink services. There is a need to improve the efficiency of this corridor now, and based on projected growth, provide for future demand for intercity, commuter, and freight rail services.							
<b>Category</b>		<b>Outputs/Outcomes</b>				<b>Unit</b>	<b>Total</b>
Intercity Rail/Mass Trans		Grade separations/ rail crossing improvements				each	1
ADA Improvements Y/N		Bike/Ped Improvements Y/N		Reversible Lane analysis		Y/N	
Includes Sustainable Communities Strategy Goals Y/N				Reduces Greenhouse Gas Emissions Y/N			
<b>Project Milestone</b>						<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				<b>Document Type</b>			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)						CEQA 2003	NEPA 9/12/17
Begin Design (PS&E) Phase							Underway
End Design Phase (Ready to List for Advertisement Milestone)							05/15/18
Begin Right of Way Phase							Underway
End Right of Way Phase (Right of Way Certification Milestone)							09/23/19
Begin Construction Phase (Contract Award Milestone)							07/01/20
End Construction Phase (Construction Contract Acceptance Milestone)							06/30/23
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

**ADA Notice** For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 08/16/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
75	LA, ,	, ,			2002A	
<b>Project Title:</b> Rosecrans / Marquardt Grade Sep						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Los Angeles Metropolitan
PS&E	2,000							2,000	Los Angeles Metropolitan
R/W SUP (CT)									Los Angeles Metropolitan
CON SUP (CT)									Los Angeles Metropolitan
R/W									Los Angeles Metropolitan
CON									Los Angeles Metropolitan
<b>TOTAL</b>	<b>2,000</b>							<b>2,000</b>	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	1,315							1,315	
PS&E	15,431							15,431	
R/W SUP (CT)									
CON SUP (CT)									
R/W	47,054	11,754						58,808	
CON			74,746	7,000				81,746	
<b>TOTAL</b>	<b>63,800</b>	<b>11,754</b>	<b>74,746</b>	<b>7,000</b>				<b>157,300</b>	

Fund No. 1:	IIP - State Cash (ST-CASH) & SHA								Program Code
Existing Funding (\$1,000s)									30.20.020.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	2,000							2,000	\$2000 PSE voted 03/13/08
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>2,000</b>							<b>2,000</b>	
Proposed Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	2,000							2,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				7,000				7,000	
<b>TOTAL</b>	<b>2,000</b>			<b>7,000</b>				<b>9,000</b>	

Fund No. 2:	Measure R 20%								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									METRO
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									
Proposed Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	1,315							1,315	
PS&E	13,431							13,431	
R/W SUP (CT)									
CON SUP (CT)									
R/W		11,754						11,754	
CON									
<b>TOTAL</b>	<b>14,746</b>	<b>11,754</b>						<b>26,500</b>	

Fund No. 3:		Prop 1A							Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									CHSRA	
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	47,054							47,054		
CON			29,611					29,611		
TOTAL	47,054		29,611					76,665		

Fund No. 4:		TIGER Grant							Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									USDOT	
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			15,000					15,000		
TOTAL			15,000					15,000		

Fund No. 5:		Section 190							Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									CPUC	
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			15,000					15,000		
TOTAL			15,000					15,000		

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

*Complete this page for amendments only*

Date: 08/16/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
75	LA				2002A	

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

**Reason for Proposed Change**

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

**Other Significant Information**

**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)  
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects**

**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

**Attachments**

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

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	10/3/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
75				2191			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
FRE	San Joaquin			Caltrans Division of Rail and Mass Transportation			
				MPO		Element	
						Rail	
Project Manager/Contact		Phone		E-mail Address			
Betty Miller		916-654-5739		<a href="mailto:betty_l_miller@dot.ca.gov">betty_l_miller@dot.ca.gov</a>			
<b>Project Title</b>							
San Joaquin Corridor 2nd Platforms for Bi-hourly and Morning Express Service							
<b>Location (Project Limits), Description ( Scope of Work)</b>							
<p>The Fresno Amtrak station is located in Fresno, on the BNSF Railway Company (BNSF) Stockton Subdivision approximately 173 miles south of Sacramento in the City and County of Fresno. The Turlock-Denair Amtrak station is located on the BNSF Stockton Subdivision approximately 90 miles south of Sacramento, in the County of Stanislaus, California. The Modesto Amtrak station is located on the BNSF Stockton Subdivision approximately 75 miles south of Sacramento, in the County of Stanislaus, California.</p> <p>The Project consists of PA&amp;ED, PS&amp;E and construction of a second passenger platforms at the stations and all required associated track, signal, and grade crossing work, as well as potential construction of a pedestrian underpass.</p>							
<b>Component</b>		<b>Implementing Agency</b>					
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
<b>Legislative Districts</b>							
<b>Assembly:</b>	31		<b>Senate:</b>	14		<b>Congressional:</b>	21
<b>Project Benefits</b>							
Benefits include improved on-time performance, reduced freight and passenger delays, and improved freight and passenger operations locally and throughout the entire San Joaquin Corridor. Environmentally, the second platform with supporting infrastructure will reduce the locomotive idling time and offer considerable reductions in harmful emissions, which will help improve the air quality in the valley.							
<b>Purpose and Need</b>							
Purpose of the project is to allow two passenger trains to serve the station simultaneously. The station is served by a single platform, and whenever there are opposing meets one train must wait farther out at a siding while the other serves the station. The project is needed to eliminate the delays and improve on-time performance of intercity rail passenger services through this portion of the main line rail corridor, and, in turn, the entire San Joaquin Corridor. The track infrastructure is shared by an average of 50							
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>	
Intercity Rail/Mass Trans		Station improvements			Feet	600+	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis Y/N		
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase						08/01/21	
Circulate Draft Environmental Document			<b>Document Type</b>				
Draft Project Report							
End Environmental Phase (PA&ED Milestone)						08/01/21	
Begin Design (PS&E) Phase						08/01/21	
End Design Phase (Ready to List for Advertisement Milestone)						08/01/21	
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)						07/01/22	
End Construction Phase (Construction Contract Acceptance Milestone)						06/01/25	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89,



**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
75	FRE	San Joaquin			2191	
<b>Project Title:</b> San Joaquin Corridor 2nd Platforms for Bi-hourly and Morning Express Service						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
<b>TOTAL</b>									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)					100			100	
PS&E					1,900			1,900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						34,000		34,000	
<b>TOTAL</b>					2,000	34,000		36,000	

Fund No. 1:	SHA								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)					100			100	
PS&E					1,900			1,900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						34,000		34,000	
<b>TOTAL</b>					2,000	34,000		36,000	

Fund No. 2:									Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
75	FRE	San Joaquin			2191	

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

**Reason for Proposed Change**

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

**Other Significant Information**

**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)  
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects**

**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

**Attachments**

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

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/2/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
75				2190	SAN115		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SD	LOSSAN	216.5	218.1	Caltrans			
				MPO		Element	
				SANDAG		Rail	
Project Manager/Contact		Phone		E-mail Address			
Bruce Smith		619-699-1907		<a href="mailto:bruce.smith@sandag.org">bruce.smith@sandag.org</a>			
<b>Project Title</b>							
San Onofre to Pulgas Double Track Phase 2							
<b>Location (Project Limits), Description ( Scope of Work)</b>							
In Camp Pendleton along the LOSSAN corridor, from MP 216.5 to MP 218.1, construct 1.6 miles of additional second main track capacity adjacent to the main track, including new bridges at MP 217.3 and MP 218.							
<b>Component</b>							
		Implementing Agency					
PA&ED		San Diego Association of Governments (SANDAG)					
PS&E		San Diego Association of Governments (SANDAG)					
Right of Way							
Construction		San Diego Association of Governments (SANDAG)					
<b>Legislative Districts</b>							
Assembly:	75, 76, 77, 78, 79		Senate:	36, 39, 40		Congressional:	50, 51, 52, 53
<b>Project Benefits</b>							
The project will provide a location for freight and passenger trains to meet and pass, resulting in an increase in the number of daytime freight trains into and out of San Diego providing increased goods movement. The project will also improve passenger train headways and on-time performance by providing operational flexibility.							
<b>Purpose and Need</b>							
This segment of the corridor serves as a vital link for passenger and freight movements in San Diego County. Currently there is only a single track which causes train delays due to wait times for trains traveling in the opposite direction. This project would eliminate the existing 1.6 mile long single track bottleneck between CP Don and CP Los Pulgas, support current and future growth in LOSSAN corridor rail service demand, and increase system capacity and operational efficiency.							
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>	
Intercity Rail/Mass Trans		Miles of new track			Miles	1.6	
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis Y/N		
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved					01/14/08		
Begin Environmental (PA&ED) Phase						11/30/09	
Circulate Draft Environmental Document			<b>Document Type</b>	CE		05/01/11	
Draft Project Report						03/01/11	
End Environmental Phase (PA&ED Milestone)						03/31/12	
Begin Design (PS&E) Phase						03/31/12	
End Design Phase (Ready to List for Advertisement Milestone)						03/31/20	
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)						09/30/20	
End Construction Phase (Construction Contract Acceptance Milestone)						09/30/22	
Begin Closeout Phase						09/30/22	
End Closeout Phase (Closeout Report)						03/31/23	

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 10/2/17

**Additional Information**

Regarding CEQA, the railroad right-of-way (ROW) is subject to the jurisdiction of the federal Surface Transportation Board (STB). It has been determined that the San Onofre to Pulgas Double Track project falls under the Surface Transportation Board (STB) ruling which stipulates that State and Local environmental regulation has been found to be preempted for railroad projects constructed within rail right of way when the tracks are used for interstate freight transport. Therefore, the project is not subject to CEQA. The STB ruling is based on the premise that projects that improve railroad reliability and capacity on tracks used for interstate commerce are not subject to regulatory compliance with state and local regulations due to the interstate commerce clause in the United States Constitution. The proposed improvements are for improving railroad reliability and capacity of the LOSSAN Corridor, which is used to transport interstate freight. All the proposed improvements will occur within the existing railroad right-of-way that's located within Camp Pendleton (federal property). Regardless of the STB preemption, on February 22, 2013, CEQA findings were made by the State of California, San Diego Regional Water Quality Control Board approval of the 401 Certification for the project. The CEQA findings made determined that the project is statutorily exempt from CEQA pursuant to Public Resources Code Section 21100 et seq., 21080(b) (10), and California Code of Regulations, Title 14, Section 15275(a)). These sections state that CEQA does not apply to mass transit projects that institute or increase passenger or commuter service on rail lines.

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 10/2/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
75	SD	LOSSAN			2190	
<b>Project Title:</b> San Onofre to Pulgas Double Track Phase 2						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									San Diego Association of
PS&E									San Diego Association of
R/W SUP (CT)									
CON SUP (CT)									San Diego Association of
R/W									
CON									San Diego Association of
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		1,177						1,177	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			28,863					28,863	
TOTAL		1,177	28,863					30,040	

Fund No. 1:	STIP ITIP								Program Code
	Existing Funding (\$1,000s)								30.20.020.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		1,177						1,177	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			28,863					28,863	
TOTAL		1,177	28,863					30,040	

Fund No. 2:									Program Code
	Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 10/2/17

District	County	Route	EA	Project ID	PPNO	Alt Proj.
75	SD	LOSSAN			2190	

**SECTION 1 - All Projects**

**Project Background**

This is phase 2 of the San Onofre to Pulgas double track project. Phase 1 was funded through the ITIP previously.

**Programming Change Requested**

Program next phase of work

**Reason for Proposed Change**

New programming capacity available to complete next phase

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

**Other Significant Information**

PS&E allocation needed to reach ready to advertise.

**SECTION 3 - All Projects**

**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

**Attachments**

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

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	09/26/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
04				2194			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
ALA	Capitol Corridor						
				MPO		Element	
				MTC		Rail	
Project Manager/Contact		Phone		E-mail Address			
Bruce Plowman		916-657-3875		<a href="mailto:bruce.plowman@dot.ca.gov">bruce.plowman@dot.ca.gov</a>			
<b>Project Title</b>							
Coast Subdivision Rail Corridor Improvements							
<b>Location (Project Limits), Description ( Scope of Work)</b>							
On the Union Pacific Railroad (UPRR) owned Coast Subdivision between MP 13.5 (Oakland) and 30.6 (Newark). The proposed project will modernize the track and signal system for faster, safer and more reliable operations in this corridor segment. It will increase speed through the Coast and Niles Junction and reduce delays for the Capitol Corridor, Coast Startlight and freight trains. Major project elements include: Replace rail, ties and grade crossings to strengthen the track structure; Upgrade signal system to permit greater flexibility in operation and greater reliability; Replace track turnouts for higher speed operation; and, increase track speeds to reduce travel time.							
<b>Component</b>		<b>Implementing Agency</b>					
PA&ED		Caltrans					
PS&E		N/A					
Right of Way		N/A					
Construction		Caltrans					
<b>Legislative Districts</b>							
<b>Assembly:</b>	18, 20		<b>Senate:</b>	9, 10		<b>Congressional:</b>	11, 15
<b>Project Benefits</b>							
Immediate benefits of this track upgrade project will be improved goods movement, reduced fuel usage and the resulting emissions,							
<b>Purpose and Need</b>							
The purpose of upgrading the Coast Subdivision between Oakland and Newark (Mulford Line section) is to improve long-distance and intercity passenger rail and freight rail/goods movement in the near-term. In the longer-term, the improvements will also be in place and support the service and ridership objectives of the Capitol Corridor Joint Powers Authority (CCJPA) which manages the Capitol Corridor IPR service. Improving passenger rail performance (reducing travel time, improving reliability) has demonstrated							
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>	
Intercity Rail/Mass Trans		Miles of rehabilitate track			Miles	16	
ADA Improvements Yes		Bike/Ped Improvements No			Reversible Lane analysis	No	
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved					10/02/17		
Begin Environmental (PA&ED) Phase						10/03/17	
Circulate Draft Environmental Document			<b>Document Type</b>	CE		n/a	
Draft Project Report						10/04/17	
End Environmental Phase (PA&ED Milestone)						n/a	
Begin Design (PS&E) Phase						n/a	
End Design Phase (Ready to List for Advertisement Milestone)						n/a	
Begin Right of Way Phase						n/a	
End Right of Way Phase (Right of Way Certification Milestone)						n/a	
Begin Construction Phase (Contract Award Milestone)						07/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)						07/01/22	
Begin Closeout Phase						08/01/22	
End Closeout Phase (Closeout Report)						02/01/23	

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 09/26/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
04	ALA, ,	Capitol Corridor, ,			2194	
<b>Project Title:</b> Coast Subdivision Rail Corridor Improvements						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									N/A
R/W SUP (CT)									N/A
CON SUP (CT)									Caltrans
R/W									N/A
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				10,000	10,000			20,000	
TOTAL				10,000	10,000			20,000	

Fund No. 1:	STIP-IIP								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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				10,000	10,000			20,000	
TOTAL				10,000	10,000			20,000	

Fund No. 2:									Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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									
TOTAL									



Fund No. 3:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/12/17		
District		EA	Project ID		PPNO	MPO ID		Alt Proj. ID
05					2195			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency				
SLO	Pacific Surfliner							
				MPO		Element		
				SLOCOG				
Project Manager/Contact			Phone		E-mail Address			
Betty Miller			916-654-5739		<a href="mailto:betty.l.miller@dot.ca.gov">betty.l.miller@dot.ca.gov</a>			
<b>Project Title</b>								
Central Coast Layover Facility Expansion								
<b>Location (Project Limits), Description ( Scope of Work)</b>								
<p>The existing single track layover facility is located directly across from the San Luis Obispo Amtrak station, which is located at 1011 Railroad Avenue on the Union Pacific Railroad (UPRR) Coast Subdivision approximately 189 miles north of Los Angeles Union Station. The layover facility should ideally be located as near as possible to the train depot in order to efficiently use staff and equipment and not interfere with freight operations. The project limits may be changed based on the result of the environmental studies.</p> <p>The project includes three phases. 1) Project Approval &amp; Environmental Documents (PA&amp;ED) including conducting California Environmental Quality Act (CEQA) and if applicable, National Environmental Policy Act (NEPA) environmental reviews, 2) preparation of Plan, Specifications &amp; Estimates (PS&amp;E), and 3) Construction of three thousand feet (.57 mile) of additional layover track or rehabilitate 4,000 feet of track and construct 2,000 feet of track depending on the outcome of the environmental studies.</p>								
<b>Component</b>		<b>Implementing Agency</b>						
PA&ED		Caltrans						
PS&E		Caltrans						
Right of Way								
Construction		Caltrans						
<b>Legislative Districts</b>								
<b>Assembly:</b>	35		<b>Senate:</b>	17		<b>Congressional:</b>	24	
<b>Project Benefits</b>								
The construction of approximately 3,000 feet of new and/or rehabilitated layover track will improve intercity rail service. The Pacific Surfliner								
<b>Purpose and Need</b>								
The proposed project is needed to improve the efficiency and on-time performance of intercity rail passenger services through this portion of the UPRR mainline rail corridor: and as a result, the entire Pacific Surfliner Corridor.								
<b>Category</b>		<b>Outputs/Outcomes</b>				<b>Unit</b>	<b>Total</b>	
Intercity Rail/Mass Trans		Miles of new track				Miles	0.57	
ADA Improvements Y/N		Bike/Ped Improvements Y/N			Reversible Lane analysis Y/N			
Includes Sustainable Communities Strategy Goals Y/N				Reduces Greenhouse Gas Emissions Y/N				
<b>Project Milestone</b>						<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved								
Begin Environmental (PA&ED) Phase							08/01/18	
Circulate Draft Environmental Document				<b>Document Type</b>				
Draft Project Report								
End Environmental Phase (PA&ED Milestone)							08/01/20	
Begin Design (PS&E) Phase							08/01/18	
End Design Phase (Ready to List for Advertisement Milestone)							08/01/20	
Begin Right of Way Phase								
End Right of Way Phase (Right of Way Certification Milestone)								
Begin Construction Phase (Contract Award Milestone)							11/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)							10/30/23	
Begin Closeout Phase								
End Closeout Phase (Closeout Report)								

**ADA Notice** For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 10/12/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
05	SLO	Pacific Surfliner			2195	
<b>Project Title:</b> Central Coast Layover Facility Expansion						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									
CON SUP (CT)									Caltrans
R/W									
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	100	3,500						3,600	
PS&E		1,000						1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				8,000				8,000	
TOTAL	100	4,500		8,000				12,600	

Fund No. 1:	State Highway Account - ITIP								Program Code
	Existing Funding (\$1,000s)								30.20.020.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		3,500						3,500	
PS&E		1,000						1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				8,000				8,000	
TOTAL		4,500		8,000				12,500	

Fund No. 2:	SLOCOG - Local								Program Code
	Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									SLOCOG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
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	

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 10/12/17

District	County	Route	EA	Project ID	PPNO	Alt Proj.
05	SLO	Pacific Surfliner			2195	

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

**Reason for Proposed Change**

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

**Other Significant Information**

**SECTION 3 - All Projects**

**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

**Attachments**

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

## Appendix B – ITIP Public Comments

The California Transportation Commission (Commission) will hold two hearings, one in Northern California and one in Southern California. The first is the north hearing, will be held on October 19, 2017 in the City of Modesto. The second will be the south hearing, to be held on October 24, 2017 in the City of Los Angeles.

In addition to the hearings, formal comments were to be sent to [CTCLiaison@dot.ca.gov](mailto:CTCLiaison@dot.ca.gov) email until November 13.

This section will include all the public comments we receive at the hearings and via email.