

PROJECT BASELINE AGREEMENT

Capital Region Freight I-80 / I-5 / Elkhorn

03-3F231 – Capital Region Freight I-80

03-4H581 – Capital Region Freight I-5

Capital Region Freight Elkhorn

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
Capital Region Freight I-80 / I-5 / Elkhorn

Resolution TCEP-P-2122-05BA, Amending Resolution TCEP-P-2021-07B
(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *Capital Region Freight I-80 / I-5 / Elkhorn*, effective on, _____ June 23, 2021 ____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Caltrans, SACOG, and PCTPA* _____, and the Implementing Agency, *Caltrans and Sacramento County* _____, sometimes collectively referred to as the “Parties”.

3. RECITAL

- 3.2 Whereas at its December 2, 2020 meeting the Commission approved the Trade Corridor Enhancement Program, and included in this program of projects the *Capital Region Freight I-80 / I-5 / Elkhorn*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number* , “Adoption of Program of Projects for the Active Transportation Program”, dated _____
 - Resolution *Insert Number* , “Adoption of Program of Projects for the Local Partnership Program”, dated _____
 - Resolution *Insert Number* , “Adoption of Program of Projects for the Solutions for Congested Corridors Program”, dated _____
 - Resolution *Insert Number* , “Adoption of Program of Projects for the State Highway Operation and Protection Program”, dated _____
 - Resolution G-20-77, “Adoption of Program of Projects for the Trade Corridor Enhancement Program”, dated December 2, 2020

- 4.3 All signatories agree to adhere to the Commission's Trade Corridor Enhancement Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The agencies, as identified in Section 5.3 b) agrees to secure funds for any additional costs of the project.
- 4.6 The Caltrans, Sacramento County agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The Caltrans, Sacramento County and PCTPA agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

a) In the event of a cost overrun the state will cover a share proportionate to the state contribution of the TCEP funding identified in the Project Programming Request (PPR) submitted with this baseline agreement. (For example, if the state/regional TCEP funding share was a 40/60 ratio, the state may fund no more than 40% of the cost overrun.)

b) Project	PPNO	Applicant Agencies	Implementing Agency	Responsible for Cost Overruns
I-80	5101A	Caltrans, SACOG, PCTPA	Caltrans	Caltrans, PCTPA
I-5	5876	Caltrans, SACOG, PCTPA	Caltrans	Caltrans, SACOG
Elkhorn	1812	Caltrans, SACOG, PCTPA	Sacramento County	Sacramento County

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Capital Region Freight I-80 / I-5 / Elkhorn

Resolution TCEP-P-2122-05BA, Amending Resolution TCEP-P-2021-07B


Amarjeet S. Benipal 6-3-2022
Date

District 3 Director, California Department of Transportation

Project Applicant


Amarjeet S. Benipal 6-3-2022
Date

District 3 Director, California Department of Transportation

Implementing Agency


Amarjeet S. Benipal 6-3-2022
Date

District Director

California Department of Transportation


Steven Keck 06/16/2022
Date

Acting Director

California Department of Transportation

Mitchell Weiss Date

Executive Director

California Transportation Commission

SIGNATURE PAGE
T●
PROJECT BASELINE AGREEMENT

Capital Region Freight I-80 / I-5 / Elkhorn Link

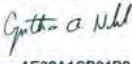
Resolution TCEP-P-2I22-05BA, Amending Resolution TCEP-P-202I-07B



James Corless
Executive Director
Sacramento Area Council of Governments
Project Applicant

6/13/22


Date

DocuSigned by:

AE30A1CB01B9412

Cindy Nichol
Director of Airports
Sacramento County
Implementing Agency

6/1/2022

Date

DocuSigned by:

DA85A9EF09D8408...

Mike Luken
Executive Director
Placer County Transportation Planning Agency
Project Applicant

6/2/2022

Date



Amarjeet S. Benipal
District 3 Director
California Department of Transportation
Implementing Agency

6-3-2022
Date

I-80 Project Programming Request (PPR)

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	06/06/2022 13:05:54	
Programs		<input type="checkbox"/> LPP-C	<input type="checkbox"/> LPP-F	<input type="checkbox"/> SCCP	<input type="checkbox"/> TCEP	<input type="checkbox"/> STIP	<input type="checkbox"/> Other
District	EA	Project ID	PPNO	Nominating Agency			
03	3F231	0321000122	5101A	Caltrans HQ			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Placer County	80	0.100	2.200	Placer County Transportation Planning Agency, Sacramento			
				MPO	Element		
				SACOG	Capital Outlay		
Project Manager/Contact			Phone	Email Address			
Mohan V. Bonala			530-788-3259	mohan.bonala@dot.ca.gov			

Project Title

Capital Region Freight - I-80

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

In Placer County, from Douglas Boulevard to Riverside Avenue. In the westbound direction, the project adds a 5th through lane on I-80 from east of Douglas Boulevard to west of Riverside Avenue in the city of Roseville. This improvement also includes reducing the existing I-80 westbound two-lane off-ramp at Douglas Boulevard to one-lane, and modifying the Douglas Boulevard on-ramps, Riverside Avenue off-ramp and northbound on-ramp to accommodate the new lane.

Component	Implementing Agency
PA&ED	Placer County Transportation Planning Agency
PS&E	Placer County Transportation Planning Agency
Right of Way	Placer County Transportation Planning Agency
Construction	Caltrans HQ

Legislative Districts

Assembly:	6	Senate:	4	Congressional:	4
-----------	---	---------	---	----------------	---

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	03/03/2014	03/03/2014
Circulate Draft Environmental Document	01/11/2016	01/11/2016
Draft Project Report	10/14/2016	10/14/2016
End Environmental Phase (PA&ED Milestone)	10/14/2016	10/14/2016
Begin Design (PS&E) Phase	03/12/2018	03/12/2018
End Design Phase (Ready to List for Advertisement Milestone)	04/29/2022	04/29/2022
Begin Right of Way Phase	12/09/2019	12/09/2019
End Right of Way Phase (Right of Way Certification Milestone)	08/31/2021	03/30/2022
Begin Construction Phase (Contract Award Milestone)	11/14/2022	11/14/2022
End Construction Phase (Construction Contract Acceptance Milestone)	03/24/2025	03/24/2025
Begin Closeout Phase	03/26/2025	03/26/2025
End Closeout Phase (Closeout Report)	12/01/2028	12/01/2028

Date 06/06/2022 13:05:54

Purpose and Need

The purpose of this project is to provide a 5th through lane, which will reduce vehicle delay, improve travel time reliability of goods movement, and facilitate smoother traffic flow and substantially increase freight throughput along this segment. The project is needed because the existing 4th mixed-flow lane on westbound I-80 ends at the Douglas Boulevard off-ramp and begins again at the Riverside Avenue on-ramp, resulting in reduced lanes along this section of I-80. I-80 is one of the primary east-west transcontinental interstate highways, serving as an important freight transportation corridor for the United States. It is estimated that I-80 through Placer County carries \$4.7 million dollars an hour in goods movement. The reliability of goods movement along the I-80 corridor depends on continued investment in priority projects such as the Capital Region Freight Improvement Project: Interstate 80 Westbound Gap Closure Project. The Interstate 80 Westbound Gap Closure Project is needed because I-80 between Douglas Boulevard to Riverside Avenue is experiencing operational problems caused by high peak period traffic volumes along with an existing freeway configuration that currently impedes the smooth flow of traffic.

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

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Mixed flow mainline constructed	Miles	2.1
Operational Improvement	Ramp modifications	EA	2

Date 06/06/2022 13:05:54

Additional Information

Project Benefits: The project will add a 5th lane on westbound I-80 between Douglas Boulevard and Riverside Avenue, which will deliver congestion relief and safety benefits, and reduce delay thereby improving travel time reliability of goods movement; as well as substantially increase freight throughput along this segment of the corridor.

ePPR "EA": Need to update this ePPR "EA" to 3F231. CTIPs has been updated to reflect the updated "EA."

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	17,858	20,048	-2,190
	TCEP	Daily Truck Trips	# of Trips	0	0	0
	TCEP	Daily Truck Miles Traveled	Miles	0	0	0
Throughput	TCEP	Change in Truck Volume That Can Be Accommodated	# of Trucks	57,312,099	56,227,414	1,084,685
	TCEP	Change in Rail Volume That Can Be Accommodated	# of Trailers	0	0	0
			# of Containers	0	0	0
	TCEP	Change in Cargo Volume That Can Be Accommodated	# of Tons	0	0	0
# of Containers			0	0	0	
System Reliability	TCEP	Truck Travel Time Reliability Index	Index	1.23	2.05	-0.82
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	17,858	20,048	-2,190
Velocity	TCEP	Travel Time or Total Cargo Transport Time	Hours	19.14	22.92	-3.78
	Optional	Average Peak Period Weekday Speed for Road Facility	Miles per Hour	50	35	15
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0.69	0.64	0.05
			PM 10 Tons	0.82	0.81	0.01
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	106,206	110,930	-4,724
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	38.8	40.2	-1.4
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	1.03	1.08	-0.05
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	656	679	-23
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	9	11	-2
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	2.39	2.98	-0.59
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	218	324	-106
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	53.06	82.9	-29.84
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	38,700	0	38,700
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	3.52	0	3.52

District	County	Route	EA	Project ID	PPNO
03	Placer County	80	3F231	0321000122	5101A
Project Title					
Capital Region Freight - I-80					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	405							405	Placer County Transportation Plannin
PS&E	1,412							1,412	Placer County Transportation Plannin
R/W SUP (CT)	10	105						115	Placer County Transportation Plannin
CON SUP (CT)		2,955						2,955	Caltrans HQ
R/W	466							466	Placer County Transportation Plannin
CON		19,913	1,632					21,545	Caltrans HQ
TOTAL	2,293	22,973	1,632					26,898	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	405							405	
PS&E	1,412							1,412	
R/W SUP (CT)	197							197	
CON SUP (CT)	1,677	2,118						3,795	
R/W	226							226	
CON	2,750	17,794	1,632					22,176	
TOTAL	6,667	19,912	1,632					28,211	

Fund #1:	Other Fed - NATIONAL CORRIDOR INFRASTRUCTURE IMPROVEMENT PROGRA (Co								Program Code
Existing Funding (\$1,000s)									20.30.010.300
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	405							405	Placer County Transportation Plannin
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	405							405	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	405							405	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	405							405	

Fund #2:	Federal Disc. - Earmark Repurposing (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.400.300
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Placer County Transportation Plannin
PS&E	33							33	
R/W SUP (CT)	10							10	
CON SUP (CT)									
R/W									
CON									
TOTAL	43							43	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E	33							33	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	33							33	
Fund #3:	Demo - High Priority Projects Program (Committed)								
Existing Funding (\$1,000s)									20.30.010.680
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Placer County Transportation Plannin
PS&E	531							531	
R/W SUP (CT)									
CON SUP (CT)									
R/W	106							106	
CON									
TOTAL	637							637	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E	531							531	
R/W SUP (CT)	105							105	
CON SUP (CT)									
R/W									
CON									
TOTAL	636							636	

Fund #4:	Other Fed - Highway Infrastructure Program (HIP) (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.300
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Placer County Transportation Plannin
PS&E	648							648	
R/W SUP (CT)									
CON SUP (CT)									
R/W	160							160	
CON		75						75	
TOTAL	808	75						883	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E	648							648	
R/W SUP (CT)	92							92	
CON SUP (CT)									
R/W	76							76	
CON									
TOTAL	816							816	
Fund #5:	RSTP - STP Local (Committed)								
Existing Funding (\$1,000s)									20.30.010.810
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Placer County Transportation Plannin
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		3,000						3,000	
TOTAL		3,000						3,000	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		3,000						3,000	
TOTAL		3,000						3,000	

Fund #8:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.723.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									State
PS&E									
R/W SUP (CT)									
CON SUP (CT)		2,118						2,118	
R/W									
CON		4,402						4,402	
TOTAL		6,520						6,520	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									Regional
PS&E									
R/W SUP (CT)									
CON SUP (CT)		2,118						2,118	
R/W									
CON		4,402						4,402	
TOTAL		6,520						6,520	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									Regional
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		9,780						9,780	
TOTAL		9,780						9,780	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									Regional
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		9,780						9,780	
TOTAL		9,780						9,780	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									Regional
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		9,780						9,780	
TOTAL		9,780						9,780	
Proposed Funding (\$1,000s)									

Fund #10:	Other Fed - Highway Infrastructure Program (HIP) (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.300
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Placer County Transportation Plannin 2021 HIP fund allocation
PS&E									
R/W SUP (CT)		105						105	
CON SUP (CT)									
R/W									
CON		190						190	
TOTAL		295						295	
Proposed Funding (\$1,000s)									
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									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Placer County Transportation Plannin Federal stimulus funds - STBG CRRSAA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		467						467	
TOTAL		467						467	
Proposed Funding (\$1,000s)									
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)									Placer County Transportation Plannin Federal stimulus funds - STBG CRRSAA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		467						467	
TOTAL		467						467	
Proposed Funding (\$1,000s)									
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 #12:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Local Agency funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)		837						837	
R/W									
CON		1,528						1,528	
TOTAL		2,365						2,365	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Fund #13:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,632					1,632	
TOTAL			1,632					1,632	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,632					1,632	
TOTAL			1,632					1,632	

Complete this page for amendments only

Date 06/06/2022 13:05:54

District	County	Route	EA	Project ID	PPNO
03	Placer County	80	3F231	0321000122	5101A

SECTION 1 - All Projects

Project Background

In Placer County, from Douglas Boulevard to Riverside Avenue. In the westbound direction, the project adds a 5th through lane on I-80 from east of Douglas Boulevard to west of Riverside Avenue in the city of Roseville. This improvement also includes reducing the existing I-80 westbound two-lane off-ramp at Douglas Boulevard to one-lane, and modifying the Douglas Boulevard on-ramps, Riverside Avenue off-ramp and northbound on-ramp to accommodate the new lane.

Programming Change Requested

1. ROW Support increased to \$197,000 primarily due to increased staff/consultant effort working to resolve private property title issues (held in three trusts) that prolonged escrow process. Property title issues necessitated a potential RON hearing scheduled for December 1, 2021; however, all title issues were resolved prior to the RON hearing and the acquisition of the private property for project ROW was completed successfully.
2. ROW Capital decreased to due public land dedication by City of Roseville to the project and the elimination of an easement acquisition for PG&E pipeline removal/relocation.
3. ROW programming changes: \$106,000 HPP funds moved from ROW Capital to ROW Support and reduced by \$1,000 to \$105,000. HIP funds of \$160,000 for ROW Capital increased to \$168,000 and reallocated as follows: \$92,000 for ROW Support and \$76,000 for ROW Capital. SPRTA funds added to ROW Capital cost to account for noted HPP/HIP reallocations primarily to ROW Support. Fund #2: Federal Disc. - Earmark Repurposing - \$10,000 for ROW Capital was previously shown. These funds were to come from savings on the Phase 1 of Interstate 80 / Highway 65 Interchange Improvements project. The earmark savings have not materialized to be used for this project.
4. Fund #7: Local Funds - Local Transportation Funds - 20.10.400.100 and Fund #12: Local Funds - Local Transportation Funds - 20.10.400.100 eliminated from project Construction phase and replaced with increased SPRTA funds to Fund #6: Local Funds - Traffic Impact Fees - 20.10.400.100 for both Construction and Construction Support project phases.
5. Fund #10: Other Fed - Highway Infrastructure Program - 20.30.010.300 HIP funds have been eliminated from project Construction phase and replaced with same amount of SPRTA funds to Fund #6: Local Funds - Traffic Impact Fees - 20.10.400.100 for Construction phase.

Reason for Proposed Change

ROW Certification process took longer than anticipated primarily due to ROW title issues as noted above; however, ROW Certification was completed on March 30, 2022 in advance of project RTL date.

Project cost increased from \$26,898,000 to \$28,211,000 primarily due to an increase in Caltrans Construction Support and Construction cost. The increase in Construction Capital is primarily due to increase in item unit costs. ROW support increased primarily due to Resolution of Necessity process and other ROW issues related to PG&E easement and Roseville land dedication to the project; however, all issues were resolved leading to a decrease in ROW capital cost. PCTPA/SPRTA Boards approved an increased local funding commitment to the project and the Construction Coop on March 23, 2022. Construction Coop was executed by all parties on April 1, 2022.

\$145,480 of HIP funds have been eliminated from project Construction phase and replaced with same amount of SPRTA funds. The HIP funds will be transferred and reprogrammed to PCTPA's SR 49 Sidewalk Gap Closure project. The SR 49 Sidewalk Gap Closure project requires additional funding due to a shortfall. The SR 49 Sidewalk Gap Closure project is located outside of the SPRTA fee district and as such, is ineligible to use these traffic impact fees. PCTPA is transferring and reprogramming the \$145,480 HIP funds to the SR 49 Sidewalk Gap Closure project to close that project's funding shortfall.

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

There are no delays other than experienced during the ROW Certification process. ROW Certification process took longer than anticipated primarily due to ROW title issues as noted above; however, ROW Certification was completed on March 30, 2022 in advance of project RTL date. No time extensions are needed.

Other Significant Information

The I-80 Capital Region Freight TCEP project and the PSGC Phase 1 - I-80 Transit Reliability SCCP project will be delivered as one combined project. The two projects are within the same vicinity on I-80.

SECTION 2 - For SB1 Project Only

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

Project cost increases will be funded with local SPRTA funds. The PCTPA/SPRTA Boards approved an increased local funding commitment to the project, including potential cost increases. The PCTPA Board approved the Construction Coop on March 23, 2022. The Construction Coop reflects updated project cost increases and SPRTA funding commitment to the project. The Construction Coop was executed by all parties on April 1, 2022. This revised Project Programming Request form is consistent with the Construction Coop and Project Change Request form. This ePPR identifies the cost increases, the reasons therefore, and the local source of funding to address the cost increases.

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

I-5 Project Programming Request (PPR)

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	03/25/2022 16:06:20	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
03	4H581	0320000240	5876	Caltrans District 3			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Sacramento County	5	27.600	34.300	Sacramento Area Council of Governments			
				MPO	Element		
				SACOG	Capital Outlay		
Project Manager/Contact			Phone	Email Address			
Jess Avila			530-682-8488	jess.avila@dot.ca.gov			

Project Title

Capital Region Freight - I-5

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

On Interstate 5 (I-5) in Sacramento County from 0.5 mile south of Arena Blvd Interchange Interchange to 0.4 mile south of Yolo County line. Construct acceleration and deceleration merge lanes and Intelligent transportation system (ITS) infrastructure.

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

Legislative Districts

Assembly:	9	Senate:	6	Congressional:	6
-----------	---	---------	---	----------------	---

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	01/07/2020	01/07/2020
Circulate Draft Environmental Document		
Draft Project Report	02/28/2021	02/28/2021
End Environmental Phase (PA&ED Milestone)	04/30/2021	04/30/2021
Begin Design (PS&E) Phase	05/01/2021	05/01/2021
End Design Phase (Ready to List for Advertisement Milestone)	03/24/2022	03/25/2022
Begin Right of Way Phase	05/01/2021	05/01/2021
End Right of Way Phase (Right of Way Certification Milestone)	03/01/2022	03/01/2022
Begin Construction Phase (Contract Award Milestone)	09/22/2022	09/22/2022
End Construction Phase (Construction Contract Acceptance Milestone)	03/22/2024	03/21/2025
Begin Closeout Phase	04/01/2024	04/01/2025
End Closeout Phase (Closeout Report)	03/21/2025	03/20/2026

Date 03/25/2022 16:06:20

Purpose and Need

The purpose of the proposed project is to increase freight throughput capacity to meet existing and forecasted freight truck volumes by addressing congestion that impacts freight capacity and improving freight travel time reliability and speeds through the project corridor. The section of I-5 within the proposed project limits experiences high travel demand especially during peak commute periods. As a result, the project area is subject to recurring congestion that impedes the movement of freight through the corridor and impairs mobility for vehicles and trucks further resulting in bottlenecks, increased emissions, increased travel costs, and reduced travel time reliability. The proposed project will be Phase 1 of the Sac-5 Corridor Improvement Project that will address freight mobility throughout the corridor.

NHS Improvements YES NO Roadway Class 1 Reversible Lane Analysis YES NO
 Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Auxiliary lanes	Miles	3.6
TMS (Traffic Management Systems)	Freeway ramp meters	EA	8
TMS (Traffic Management Systems)	Closed circuit television cameras	EA	2
TMS (Traffic Management Systems)	Changeable message signs	EA	2

Date 03/25/2022 16:06:20

Additional Information

Project Benefits: This project facilitates the movement of goods through the central hub of Sacramento with interregional connections to California's northern and southern counties and seaports, including the ports of West Sacramento and Stockton – the Port of Stockton being the largest bulk shipping port on the West Coast. In addition, the I-5 corridor is northern California's main conduit for goods movement between Mexico and Canada and intersects the I-80 corridor which serves as California's main highway for goods movement from eastern California and the northeastern United States to the San Francisco Bay Area.

The post miles and description were updated to reflect the correct project limits. The start post miles was input incorrectly as 27.7 instead as 27.6. Reversible Lane analysis not applicable.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	17,858	20,048	-2,190
	TCEP	Daily Truck Trips	# of Trips	0	0	0
	TCEP	Daily Truck Miles Traveled	Miles	0	0	0
Throughput	TCEP	Change in Truck Volume That Can Be Accommodated	# of Trucks	57,312,099	56,227,414	1,084,685
	TCEP	Change in Rail Volume That Can Be Accommodated	# of Trailers	0	0	0
			# of Containers	0	0	0
	TCEP	Change in Cargo Volume That Can Be Accommodated	# of Tons	0	0	0
# of Containers			0	0	0	
System Reliability	TCEP	Truck Travel Time Reliability Index	Index	1.23	2.05	-0.82
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	17,858	20,048	-2,190
Velocity	TCEP	Travel Time or Total Cargo Transport Time	Hours	19.14	22.92	-3.78
	Optional	Average Peak Period Weekday Speed for Road Facility	Miles per Hour	50	35	15
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0.69	0.64	0.05
			PM 10 Tons	0.82	0.81	0.01
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	106,206	110,930	-4,724
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	38.8	40.2	-1.4
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	1.03	1.08	-0.05
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	656	679	-23
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	9	11	-2
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	2.39	2.98	-0.59
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	218	324	-106
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	53.06	82.9	-29.84
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	38,700	0	38,700
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	3.52	0	3.52

District	County	Route	EA	Project ID	PPNO
03	Sacramento County	05	4H581	0320000240	5876
Project Title					
Capital Region Freight - I-5					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	2,000							2,000	Caltrans District 3
PS&E	1,900							1,900	Caltrans District 3
R/W SUP (CT)	150							150	Caltrans District 3
CON SUP (CT)			3,500					3,500	Caltrans District 3
R/W	50							50	Caltrans District 3
CON			30,100					30,100	Caltrans District 3
TOTAL	4,100		33,600					37,700	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	2,000							2,000	
PS&E	1,900							1,900	
R/W SUP (CT)	150							150	
CON SUP (CT)			3,500					3,500	
R/W	50	50						100	
CON			30,100					30,100	
TOTAL	4,100	50	33,600					37,750	

Fund #1:	CMAQ - Congestion Mitigation (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.820
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	2,000							2,000	Sacramento Area Council of Governm Total funding is \$4.35M - use \$2M for Phase 1 Freight Proj.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,000							2,000	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	2,000							2,000	Added \$50k to pay for environmental mitigation.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		50						50	
CON									
TOTAL	2,000	50						2,050	

Fund #4:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.723.200
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									TCEP Regional Funds (Construction)
PS&E									
R/W SUP (CT)									
CON SUP (CT)			1,871					1,871	
R/W									
CON			16,089					16,089	
TOTAL			17,960					17,960	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			1,871					1,871	
R/W									
CON			16,089					16,089	
TOTAL			17,960					17,960	
Fund #5:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								
Existing Funding (\$1,000s)									20.XX.723.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									TCEP State Funds (Construction)
PS&E									
R/W SUP (CT)									
CON SUP (CT)			1,629					1,629	
R/W									
CON			14,011					14,011	
TOTAL			15,640					15,640	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			1,629					1,629	
R/W									
CON			14,011					14,011	
TOTAL			15,640					15,640	

Complete this page for amendments only

Date 03/25/2022 16:06:20

District	County	Route	EA	Project ID	PPNO
03	Sacramento County	05	4H581	0320000240	5876

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

Reason for Proposed Change

The post miles and description were updated to reflect the correct project limits. The start post miles was input incorrectly as 27.7 instead as 27.6. Added SACOG CMAQ RW Capital to cover environmental mitigation costs. The End Design Phase date was changed one day to the actual date completed. The End Construction Phase, Begin Closeout Phase and End Closeout Phase were move out one calendar year, because the construction work will be done over two construction seasons.

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

The post miles and description were updated to reflect the correct project limits. The start post miles was input incorrectly as 27.7 instead as 27.6. Added SACOG CMAQ RW Capital to cover environmental mitigation costs. The End Design Phase date was changed one day to the actual date completed. The End Construction Phase, Begin Closeout Phase and End Closeout Phase were move out one calendar year, because the construction work will be done over two construction seasons.

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Elkhorn Project Programming Request (PPR)

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	04/29/2021 18:21:29	
Programs <input type="checkbox"/> LPP-C		<input type="checkbox"/> LPP-F	<input type="checkbox"/> SCCP	<input type="checkbox"/> TCEP	<input type="checkbox"/> STIP	<input type="checkbox"/> Other	
District	EA	Project ID	PPNO	Nominating Agency			
03			1812	Caltrans HQ			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Sacramento				Sacramento Area Council of Governments, Placer County T			
				MPO	Element		
				SACOG	Local Assistance		
Project Manager/Contact			Phone	Email Address			
Frieden McLean			916-534-9416	mcleanf@saccounty.net			

Project Title

Capital Region Freight - Elkhorn

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

In Sacramento County, from West Elkhorn Boulevard to Crossfield Drive at Sacramento International Airport. Construct an approximately 1 mile long 4 lane-lane roadway. Project also includes the extension of utility corridor along roadway and two roundabouts on Crossfield Dr.

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

Legislative Districts

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

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	02/01/2020	06/01/2020
Circulate Draft Environmental Document Document Type CE	03/01/2020	08/01/2020
Draft Project Report	06/01/2020	04/01/2021
End Environmental Phase (PA&ED Milestone)	09/01/2020	04/23/2021
Begin Design (PS&E) Phase	09/01/2020	12/01/2020
End Design Phase (Ready to List for Advertisement Milestone)	12/31/2020	11/01/2021
Begin Right of Way Phase	01/01/2021	03/01/2021
End Right of Way Phase (Right of Way Certification Milestone)	01/02/2021	07/01/2021
Begin Construction Phase (Contract Award Milestone)	06/01/2021	03/01/2022
End Construction Phase (Construction Contract Acceptance Milestone)	12/31/2021	12/01/2022
Begin Closeout Phase	01/01/2022	01/01/2023
End Closeout Phase (Closeout Report)	02/02/2022	03/01/2023

Date 04/29/2021 18:21:29

Purpose and Need

The purpose of the proposed project is to increase freight throughput capacity to meet existing and forecasted freight truck volumes by addressing congestion that impacts freight capacity and improving freight travel time reliability and speeds through the project corridor. The section of I-5 within the proposed project limits experiences high travel demand especially during peak commute periods. As a result, the project area is subject to recurring congestion that impedes the movement of freight through the corridor and impairs mobility for vehicles and trucks further resulting in bottlenecks, increased emissions, increased travel costs, and reduced travel time reliability. The proposed project will be Phase 1 of the Sac-5 Corridor Improvement Project that will address freight mobility throughout the corridor.

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

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Local road - new	Miles	1

Date 04/29/2021 18:21:29

Additional Information

Sacramento County Department of Airports is currently pursuing NEPA (per FAA requirements).

Reversible Lane analysis not applicable.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	17,858	20,048	-2,190
	TCEP	Daily Truck Trips	# of Trips	0	0	0
	TCEP	Daily Truck Miles Traveled	Miles	0	0	0
Throughput	TCEP	Change in Truck Volume That Can Be Accommodated	# of Trucks	57,312,099	56,227,414	1,084,685
	TCEP	Change in Rail Volume That Can Be Accommodated	# of Trailers	0	0	0
			# of Containers	0	0	0
	TCEP	Change in Cargo Volume That Can Be Accommodated	# of Tons	0	0	0
# of Containers			0	0	0	
System Reliability	TCEP	Truck Travel Time Reliability Index	Index	1.23	2.05	-0.82
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	17,858	20,048	-2,190
Velocity	TCEP	Travel Time or Total Cargo Transport Time	Hours	19.14	22.92	-3.78
	Optional	Average Peak Period Weekday Speed for Road Facility	Miles per Hour	50	35	15
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0.69	0.64	0.05
			PM 10 Tons	0.82	0.81	0.01
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	106,206	110,930	-4,724
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	38.8	40.2	-1.4
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	1.03	1.08	-0.05
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	656	679	-23
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	9	11	-2
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	2.39	2.98	-0.59
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	218	324	-106
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	53.06	82.9	-29.84
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	38,700	0	38,700
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	3.52	0	3.52

Project Title					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									Sacramento County
PS&E									Sacramento County
R/W SUP (CT)									Sacramento County
CON SUP (CT)									Sacramento County
R/W									Sacramento County
CON									Sacramento County
TOTAL									

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

Fund #1:	Local Funds - Agency (Committed)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	1,000							1,000	Sacramento County
PS&E	1,000							1,000	Local funding provided by the Sacramento County Department of Airports Enterprise Fund
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		13,000						13,000	
TOTAL	2,000	13,000						15,000	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,000							1,000	
PS&E	1,000							1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		13,000						13,000	
TOTAL	2,000	13,000						15,000	

Fund #2:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code	
Existing Funding (\$1,000s)									20.30.210.320	
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency	
E&P (PA&ED)									Regional TCEP	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		11,000								11,000
TOTAL		11,000								11,000
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		11,000						11,000		
TOTAL		11,000						11,000		

Complete this page for amendments only

Date 04/29/2021 18:21:29

District	County	Route	EA	Project ID	PPNO
03	Sacramento				1812

SECTION 1 - All Projects

Project Background

The Elkhorn Extension will connect SMF to an adjacent industrial park and beyond to State Route 99, it will provide a second access/egress route to the Airport, and will shift Airport-bound vehicles off heavily congested Interstate 5. SMF is the principal airport serving 3.3 million people in seven counties, and is one of the top 10 cargo airports in the state. From 2013 to 2018, SMF experienced a 71% increase in cargo tonnage. There is strong demand for investment in air cargo capacity at SMF; improved surface transportation access is essential to support continued private sector investment.

Programming Change Requested

Updated milestones.

Reason for Proposed Change

The project experienced delays during the preliminary investigation phase. Delays were attributable to stakeholder agreements, changes to project requirements, and COVID-19 impacts.

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

There is no increased cost as a result of the delay.

Other Significant Information

SECTION 2 - For SB1 Project Only

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

Updated milestones will not impact the proposed FY funding plan.

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Exhibit B:

03-3F231 Project Report

03-4H581 Project Report

Elkhorn Intermodal Link

\\ct.dot.ca.gov\dfs03\ALLSHARE\ppm_all\SB1 Baseline Project Reports\Captial Region Freight I-5 I-80 Elkhorn

PROJECT REPORT

For Project Approval

On Route Interstate 80
Between Riverside Avenue
And Rocklin Road


I have reviewed the right-of-way information contained in this report and the right-of-way data sheet attached hereto, and find the data to be complete, current and accurate:


John Ballantyne, CHIEF NORTH REGION RIGHT OF WAY

APPROVAL RECOMMENDED:


Rod Murphy, PROJECT MANAGER

APPROVED:


Amaljeet S. Benipal, DISTRICT DIRECTOR

10-14-16
DATE

Project Report

For Project Approval

On Route Sac-5

Between 0.5 miles south of Arena Boulevard Overcrossing (#24-0357)

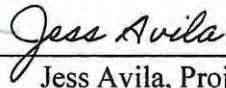
And 0.4 miles south of the Yolo County Line

I have reviewed the right-of-way information contained in this report and the right-of-way data sheet attached hereto, and find the data to be complete, current and accurate:



John Ballantyne, Chief, North Region Right of Way

APPROVAL RECOMMENDED:



Jess Avila, Project Manager

PROJECT APPROVED:



Amarjeet S. Benipal, District Director

04/30/21

Date



ELKHORN INTERMODAL LINK

Project Report

May 5, 2021



This project report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

Tim Riordan

Digitally signed by Tim Riordan
DN: C=US, E=riordant@saccounty.net,
O=Sacramento County, OU=Department of
Airports, CN=Tim Riordan
Date: 2021.05.05 13:06:36-07'00'

2021-05-05

Tim Riordan, PE

DATE

REGISTERED CIVIL ENGINEER

