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October 15, 2021

Mr. Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street, Room 2221
Sacramento, CA 95814

Dear Mr. Weiss:

Enclosed is an electronic copy of the California Department of Transportation's Draft 2022 Interregional Transportation Improvement Program (ITIP). This document is submitted pursuant to Government Code § 14526 as modified by Senate Bill 486 of 2014.

The Draft 2022 ITIP proposes to fund cost increases for the currently programmed projects, program subsequent project phases to a few currently programmed projects, and add a few new active transportation, intercity rail, and highway projects. The Department will present the Draft 2022 ITIP at the California Transportation Commission's virtual meetings for the north and south ITIP hearings on November 1, 2021, and November 8, 2021, respectively.

The Draft 2022 ITIP can also be viewed on the internet at:

<https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip>

Should you have questions or comments regarding this document, please direct them to James R. Anderson, Division of Financial Programming, at (916) 654-4013 or by email at james.r.anderson@dot.ca.gov.

Sincerely,

A handwritten signature in black ink that reads 'Steven D. Keck'.

Steven Keck
Chief Financial Officer

Enclosure(s)

Mr. Mitch Weiss, Executive Director

October 14, 2021

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Draft 2022 Interregional Transportation Improvement Program (ITIP)



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* Senate Bill 486 (DeSaulnier, 2014) requires that Department of Transportation (Caltrans) submit the Draft Interregional Transportation Improvement Program (ITIP) to the California Transportation Commission (Commission) by October 15 of each odd-numbered year and that two public hearings be held regarding the interregional program; one in Northern California and one in Southern California, no later than November 15 of that same year. For the 2022 ITIP, the Commission will hold the north hearing virtually on November 1, 2021. The south hearing will be held virtually on November 8, 2021. Both hearings will be recorded for those who are unable to attend the hearings in person. Formal public comments may be emailed to OCIP@dot.ca.gov by the close of business on November 15, 2021. Summaries of comments received, and Caltrans' responses, will be included in the Appendix C of the final ITIP document.

More information on the ITIP can be found on the Office of Capital Improvement Programming's website:

<https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip>



Introduction

The California Department of Transportation's (Caltrans) five-year Interregional Transportation Improvement Program (ITIP) is prepared pursuant to Government Code 14526, Streets and Highways Code Section 164, and the California Transportation Commission's (Commission) 2022 STIP Guidelines. The 2022 ITIP covers Fiscal Years (FY) 2022-23 through 2026-27.

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

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

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

Purpose & Statutory Requirements of the ITIP

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

California Government Code Section 14526:

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

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

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

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

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

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

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

These requirements can be reduced to three simple constraints:

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

Guiding Policy for the 2022 ITIP Investments

The Interregional Transportation Strategic Plan (ITSP) provides a policy framework to guide Caltrans and partner agencies in developing comprehensive, multimodal Corridor Plans that lead to the development of transformative, innovative, and cost-effective projects. The ITSP aligns with the Climate Action Plan for Transportation Infrastructure (CAPTI), California Transportation Plan 2050 (CTP 2050), California Freight Mobility Plan (CFMP), and the California State Rail Plan (CSRPlan). It also establishes criteria for prioritizing transportation investments that safely move people and goods between regions. The ITSP provides direction to programs, districts, and partner agencies on the policies and strategies that should be considered when assessing the interregional transportation system and identifying improvements. The ITSP also provides policy direction for the development of the Interregional Transportation Improvement Program (ITIP). The ITSP is updated every five years, following the completion of the CTP.

The 2021 ITSP has identified eleven Strategic Interregional Corridors (Figure 1) that enable significant interregional movement of people and goods between all the State's major regions. Analysis of each corridor was conducted to determine high-priority facilities and segments. The 2021 ITSP identifies specific improvements and strategies to address corridor needs and deficiencies, to be addresses through district corridor planning efforts. Caltrans approved the 2021 ITSP on October 1, 2021.

Additionally, the 2022 ITIP was referenced in CAPTI, which details how the state will invest discretionary transportation dollars to combat and adapt to climate change while supporting public health, safety, and equity. CAPTI builds on executive orders signed by Governor Newsom in 2019 and 2020 targeted to reduce GHG emissions from transportation.

Specifically, CAPTI outlines an action related to the ITIP as follows:

- S1.3 Fast Track New CAPTI-Aligned Projects in Early Planning Phases by Adding Them to the ITIP: To foster and develop a strong pipeline of innovative, sustainable transportation solutions, Caltrans will fast track the development of new ITIP projects in early planning phases that are in alignment with the Investment Framework, the revised Caltrans' corridor planning process, and the Regions Rise Together effort. While existing ITIP commitments will continue to be funded, new ITIP projects will undergo an expedited project development process that will be completed in collaboration with local and regional partners. These new projects will be prioritized for a portion of new and future funding capacity in the ITIP when such funds are available, while balancing the need to complete currently programmed ITIP projects.

The 2022 ITIP remains committed to funding the completion of unfinished projects programmed in previous ITIPs where funding capacity allows, while also providing funding for new projects aligned with the 2021 ITSP and with the CAPTI investment framework.

Interregional Transportation Strategic Plan Strategic Interregional Corridors

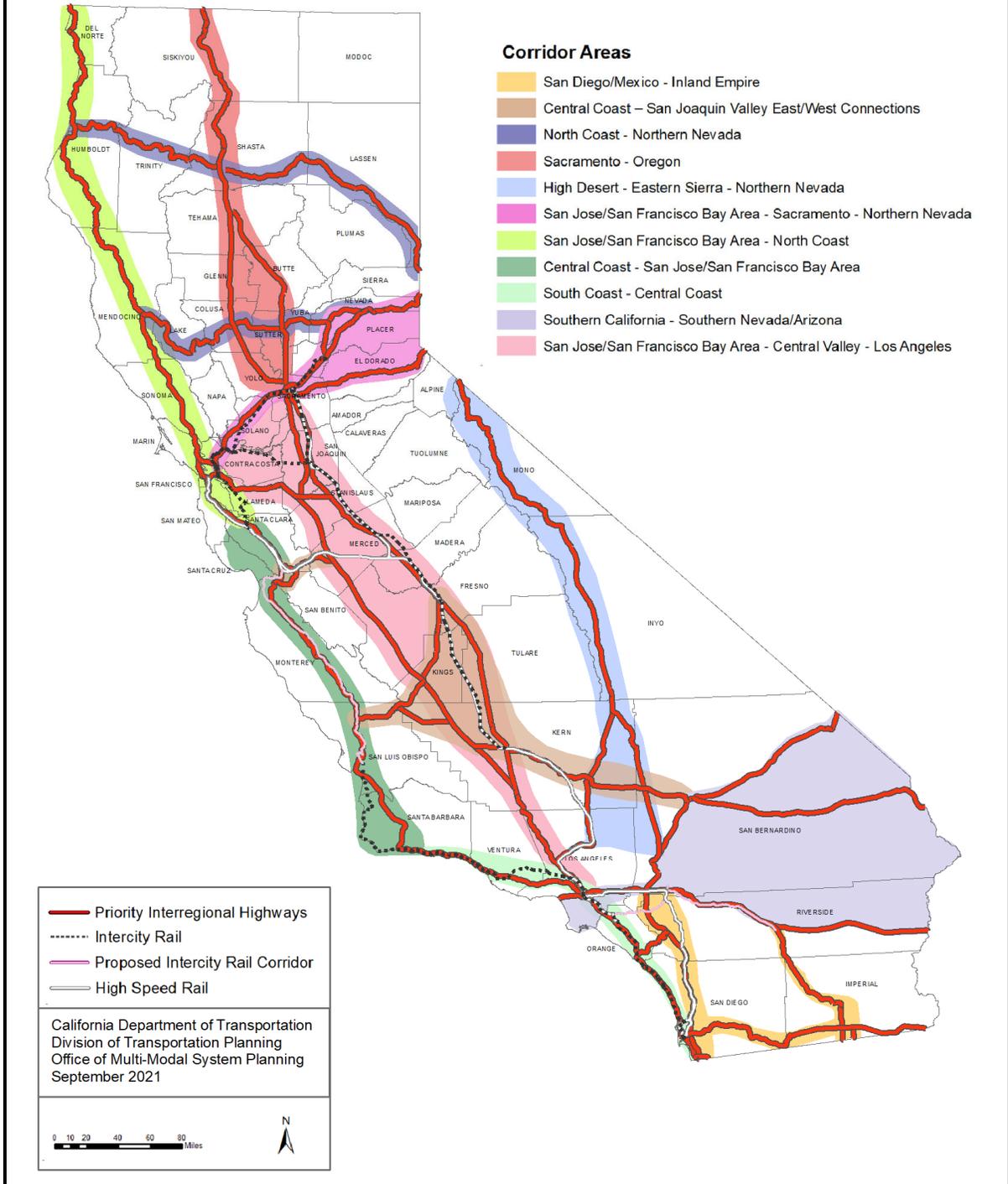


Figure 1: Strategic Interregional Corridors

ITIP Scoring Criteria

The 2021 ITSP defines the scoring criteria for prioritizing interregional corridor improvement needs, and specifically for the ITIP, to ensure limited transportation funding is allocated to advance California statewide goals and policies. The purpose of the scoring criteria is to evaluate projects based on how they meet the interregional objectives and policies outlined in the ITSP.

The following 15 scoring criteria provided in the ITSP are based on the CTP 2050 goals, as well as CAPTI:

1. Does the project support a facility identified in a strategic interregional corridor summary?
2. Is the project on a priority interregional facility?
3. How does the project improve interregional travel (e.g. freight movement, intercity rail, etc.)?
4. Does the project demonstrate potential for interregional travel mode shift, including to rail, transit, or active transportation?
5. How does the project impact single occupancy vehicle miles traveled (VMT)?
6. How does the project include and document a meaningful public engagement process to traditionally underrepresented groups (including black, indigenous, and other people of color (BIPOC)), low income, environmental justice communities, and/or their Community Based Organizations) and incorporate local community needs into the project?
7. How does the project impact public health, including from a racial equity standpoint?
8. Does the project make an improvement to an emergency evacuation route identified in an emergency plan/hazard mitigation plan or strategy using an approach that is supported by state/local emergency services?
9. Does the project reduce fatalities and severe injuries for all users in alignment with the Safe Systems approach?
10. Does the project include and/or improve access to zero emission charging or fueling infrastructure?
11. Does the project improve climate adaptation and resiliency by addressing one or more climate risk(s) identified in the Caltrans District Vulnerability Assessments and Adaptation Priority Reports or a regional or local climate change adaptation plan?
12. Does the project minimize the impact on natural resources and ecosystems?

13. Does the project leverage SHOPP investment or other maintenance or rehabilitation funds for the purpose of maintaining or rehabilitating assets in fair or poor condition within the project limits?
14. Does the project leverage partner funds?
15. How does the project impact the economy?

Commission-Adopted 2022 STIP Fund Estimate

On August 18, 2021, the Commission adopted the 2022 STIP Fund Estimate (FE). The STIP FE is a biennial estimate, produced in odd-numbered years, of all State and Federal funding sources (except federal discretionary grants) for the State's transportation infrastructure for the five years of the new STIP, which is adopted in the following even-numbered year. The 2022 STIP FE established funding levels for STIP and the State Highway Operation and Protection Program (SHOPP) covering FYs 2022-23 through FYs 2026-27. The 2022 STIP FE includes all applicable funding resources provided by Senate Bill (SB) 1. Funds provided to the STIP are primarily derived from revenues collected by the price-based excise tax on gasoline.

The 2022 STIP FE identifies net new capacity in the last two years of the STIP, FY 2025-26 and FY 2026-27, along with adjustments to available capacity in earlier years. Programming in the 2022 STIP will be constrained by fiscal year, with most of the new programming available in FY 2025-26 and FY 2026-2027.

The 2022 STIP FE includes \$2.1 billion in programming capacity for STIP projects over the 2022 STIP FE period, of which \$1.3 billion was programmed in the 2020 STIP and nearly \$800 million is the new capacity available for cost increases on carryover projects or for new STIP projects. This provides approximately \$178.2 million of new capacity for the 2022 ITIP.

2022 ITIP PROPOSAL

Both the 2021 ITSP and proposed 2022 ITIP continue our commitment to working with regional partners. In particular, Caltrans works through its Districts with Metropolitan Planning Organizations (MPOs) and RTPAs to ensure that the selected ITIP projects not only have interregional merit, but are also included in a Regional Transportation Plan (RTP), as applicable, and help to meet regional as well as interregional transportation needs.

The 2022 STIP FE includes a total of \$2.1 billion in programming capacity for STIP projects over the five-year STIP FE period of which \$796,312,000 is the new STIP capacity (75 percent for RTIP and 25 percent for ITIP) projects. This translates

to an approximate total of \$178,189,000 of new capacity for ITIP after accounting for the over-programming of projects using future shares in the 2020 cycle.

When considering projects for the 2022 ITIP, the following factors are used to prioritize projects for funding:

- Project cost and/or ITIP request amount (due to limited 2022 ITIP funding capacity)
- 2021 ITSP Scoring Criteria for ITIP Projects
- Currently programmed ITIP projects that need funding to complete remaining phases
- Prioritizing new projects consistent with the ITSP and the CAPTI framework

Twenty previously programmed projects from the 2020 ITIP are scheduled to carry forward to the 2022 ITIP, for a total funding amount of \$77,946,000 programmed in fiscal years 2022-23, 2023-24, and 2024-25 to be allocated along with the allocations for projects with time extensions with project funding from prior years. A total funding of \$509,745,000 for these projects as shown in the table below includes funding from years prior to this Fund Estimate period.

Carryover 2020 Projects with Carryover Funding Shown (\$'s x 1000)					
Co	Route or Rail Corridor	PPNO	Project	Total	2022 ITIP Total
LAK	29	3121	Lake 29 Expressway - Segment 2B	5,100	NA
LAK	29	3122	Lake 29 Expressway - Segment 2A	5,100	NA
VAR	Capitol/ Coast	2194A	Coast Subdivision Positive Train Control Implementation Project	15,637	NA
MON	156	0057C	Route 156 West Corridor	7,700	NA
SLO	Pacific Surfliner	2195	Central Coast Layover Facility Expansion	9,000	NA
SLO	46	0226J	Cholame	124,555	NA
SLO	46	0226K	Route 46/41 Wye	143,700	NA
SLO	46	0226L	SR 46 Expressway Conversion - Antelope Grade Segment	10,300	NA
FRE	41	6705	Excelsior Expressway	8,000	NA
KER	14	8042B	Freeman Gulch Widening - Segment 2	1,481	NA
MAD	99	6297	South Madera 6 Lane	9,813	NA
TUL	99	6369	Tulare City Widening	6,300	NA
LA	Pacific Surfliner	2002A	Rosecrans / Marquardt Grade Separation	7,000	NA
LA	Pacific Surfliner	9882	Link Union Station Phase A Component of the SCORE Program-Main Construction Contract	60,820	60,820
MER	99	0161B	Livingston Widening Southbound	38,950	NA
VAR	San Joaquin	2065R	Mini-High Platform Improvements	4,500	NA
STA	San Joaquin	2191	San Joaquin Corridor 2nd Platforms at Modesto and Turlock-Denair	20,000	16,400
ORA	5	2833C	Interstate 5 (I-5) Managed Lanes	2,200	NA
SD	Pacific Surfliner	2190	San Onofre to Pulgas Double Track Phase 2	28,863	NA
VAR		9885	Rail Reserve	726	726
				509,745	77,946

2022 ITIP New Capacity (Fund Estimate)	\$178,189,000
2022 ITIP New Capacity (Mid-Cycle COVID Funding)	\$ 16,816,000
<hr/>	
2022 ITIP Total New Capacity	\$195,005,000

2022 ITIP New Capacity and New Programming Details:

1. 2022 ITIP Total New Capacity: \$195,005,000
2. 2022 ITIP New Programming: \$198,656,000
 - (a) Cost changes to currently programmed projects and programming subsequent phase(s) of currently programmed projects: A total of \$10,019,000 is necessary to fund the cost increases for two existing programmed projects. A total of \$79,900,000 is needed to fund subsequent phase(s) of three currently programmed projects for a total of \$89,919,000.

Changes to Carryover 2020 Projects (\$'s x 1000)					
Co	Rte	PPNO	Project	Total	2022 ITIP Total
SLO	46	0226J	Cholame	3,247	3,247
SLO	46	0226K	Route 46/41 Wye	6,772	6,772
MAD	99	6297	South Madera 6 Lane*	33,500	33,500
FRE	41	6705	Excelsior Expressway	23,000	23,000
ORA	5	2833C	I-5 Managed Lanes	23,400	23,400
				89,919	89,919

- (b) New projects: Program eleven projects in the 2022 ITIP for a total of \$108,737,000.

New Projects in the 2022 ITIP (\$'s x 1000)					
Co	Rte	PPNO	Project	Total	2022 ITIP Total
LAK	20	3204	Lucerne Complete Streets	2,804	2,804
TEH	36	3859	Mineral Multi-Path	4,130	4,130
NEV	49	4117	SR 49 Corridor Improvement	3,000	3,000
SAC	Capitol	9886	Sacramento to Roseville Third Track Service Expansion Phase 1	30,000	30,000
VEN	Pacific Surfliner	9887	Leesdale Passing Siding Project	20,000	20,000
SJ	San Joaquin	9888	San Joaquin Street Station Layover Track	7,000	7,000
SON	SMART	9889	SMART Larkspur to Cloverdale - Phase 3: Windsor Extension with pathway	10,000	10,000
MON	Coast Starlight	9890	King City Platform & Multimodal Station – Phase One	7,500	7,500
RIV	CVR	9891	Coachella Valley Rail	10,000	10,000
SJ	San Joaquin	9892	Philips Siding Rehabilitation	6,509	6,509
SJ	San Joaquin	9893	Elk Grove to Philips Siding Rail Operational and Capacity Improvements	7,794	7,794
				108,737	108,737

In summary, a total of \$198,656,000 is proposed for new programming to projects against the available 2022 ITIP Capacity of \$195,005,000, resulting in \$3,651,000 of over-programming.

2024 STIP Cycle Expectations

In addition to a reduction in 2022 FE revenue, which is attributable to the COVID-19 pandemic, the available new 2022 ITIP funding capacity is lower than anticipated due to repayment of over-programmed shares in the 2020 ITIP. Under the present revenue forecasting methodology for the STIP, an average STIP cycle may add up to \$1.4 billion of new money. Every new STIP cycle adds two new years of programming capacity. With 25 percent of new revenues going to the interregional program, the 2024 ITIP can expect to see new programming capacity of about \$350 million over two years or about \$175 million per year for the future STIP cycles. Therefore, the 2024 STIP cycle is expected to have normal levels of funding capacity which will allow the programming of new projects/components in the next ITIP cycle.

Project Profiles

The 2022 FE provided \$178,189,000 in new programming capacity along with the \$16,816,000 of Mid-Cycle (COVID) IIP funding that allows Caltrans to program 11 new projects in addition to addressing cost increases for 2020 ITIP projects and programming subsequent phases of three carryover projects. For the first time, over 50% of the new funds are going to rail projects.

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

The 2022 ITIP provides a short discussion of currently funded ITIP projects found to be within the Strategic Interregional Corridors as outlined in the 2021 ITSP.

Table 1: 2022 ITIP Projects and Associated Strategic Interregional Corridor

Strategic Interregional Corridors	Route/Rail Corridor	Project Description	District	County	2022 ITIP Total (1000s)
South Coast - Central Coast	Pac Surfliner	Central Coast Layover Facility	5	San Luis Obispo	\$104,220
	Pac Surfliner	Link Union Station	7	Los Angeles	
	Pac Surfliner	Roscrans/Marquardt Grade Separation	7	Los Angeles	
	Pac Surfliner	San Onofre to Pulgas Phase 2	11	San Diego	
	Pac Surfliner	Leesdale Passing Siding	7	Ventura	
	Interstate 5	Interstate-5 Managed Lanes	12	Orange	
Central Coast - San Jose / San Francisco Bay Area	Coast Starlight	King City Platform & Multimodal Station – Phase One	5	Monterey	\$7,500
	Capitol/Coast	Coast Subdivision Positive Train Control Implementation	4	Various	
San Jose/San Francisco Bay Area - North Coast	SMART	SMART Larkspur to Cloverdale - Phase 3: Windsor Extension with Pathway	4	Sonoma	\$10,000
San Jose/San Francisco Bay Area - Sacramento - Northern Nevada	Capitol	Sacramento to Roseville Third Track Service Expansion Phase 1	3	Sacramento/Placer	\$30,000
San Jose/San Francisco Bay Area - Central Valley - Los Angeles	San Joaquin	Second Platforms (Modesto and Turlock-Denair)	10	Stanislaus	\$71,203
	San Joaquin	Mini-High Platform Improvements	10	Stanislaus/Fresno	
	San Joaquin	San Joaquin Street Station Layover Track	10	San Joaquin	
	San Joaquin	Philips Siding Rehabilitation	3,10	Sacramento/ San Joaquin	
	San Joaquin	Elk Grove to Philips Siding Rail Operational and Capacity	3,10	Sacramento/ San Joaquin	
	SR 99	Tulare City Widening	6	Tulare	
	SR 99	South Madera 6 Lane Widening	6	Madera	
SR 99	Livingston Widening - Southbound	10	Merced		
High Desert - Eastern Sierras - Central Nevada	SR 14	Freeman Gulch Widening Segment 2	6	Kern	\$0
Southern California - Southern Nevada/Arizona	Coachella Valley Rail Corridor	Cochella Valley Rail	7.8	Various	\$10,000
Central Coast - Central Valley East/West Connectors	SR 156	SR 156 West Corridor Study	5	Monterey	\$33,019
	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 20	Lucerne Complete Streets (ATP)	1	Lake	\$9,934
	SR 36	Mineral Multi-use Path (ATP)	2	Tehama	
	SR 29	Segment 2B and 2C of the Lake 29 Expressway Project	1	Lake	
	SR 49	SR 49 Corridor Improvements	3	Nevada	
Grand Total					\$275,876

Figure 2: 2022 ITIP – All Intercity Passenger Rail Projects

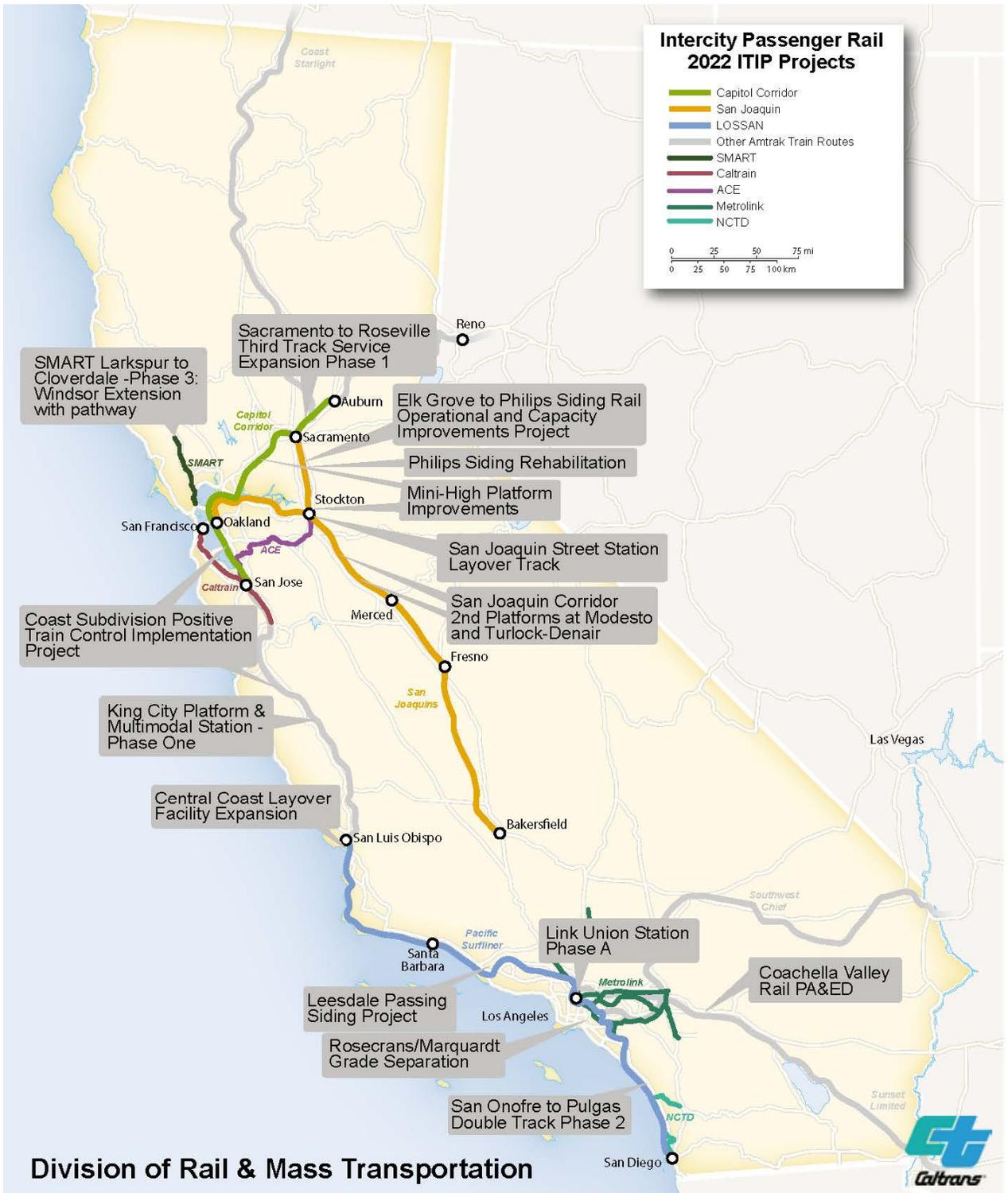


Figure 3: 2022 ITIP New Intercity Passenger Rail Projects

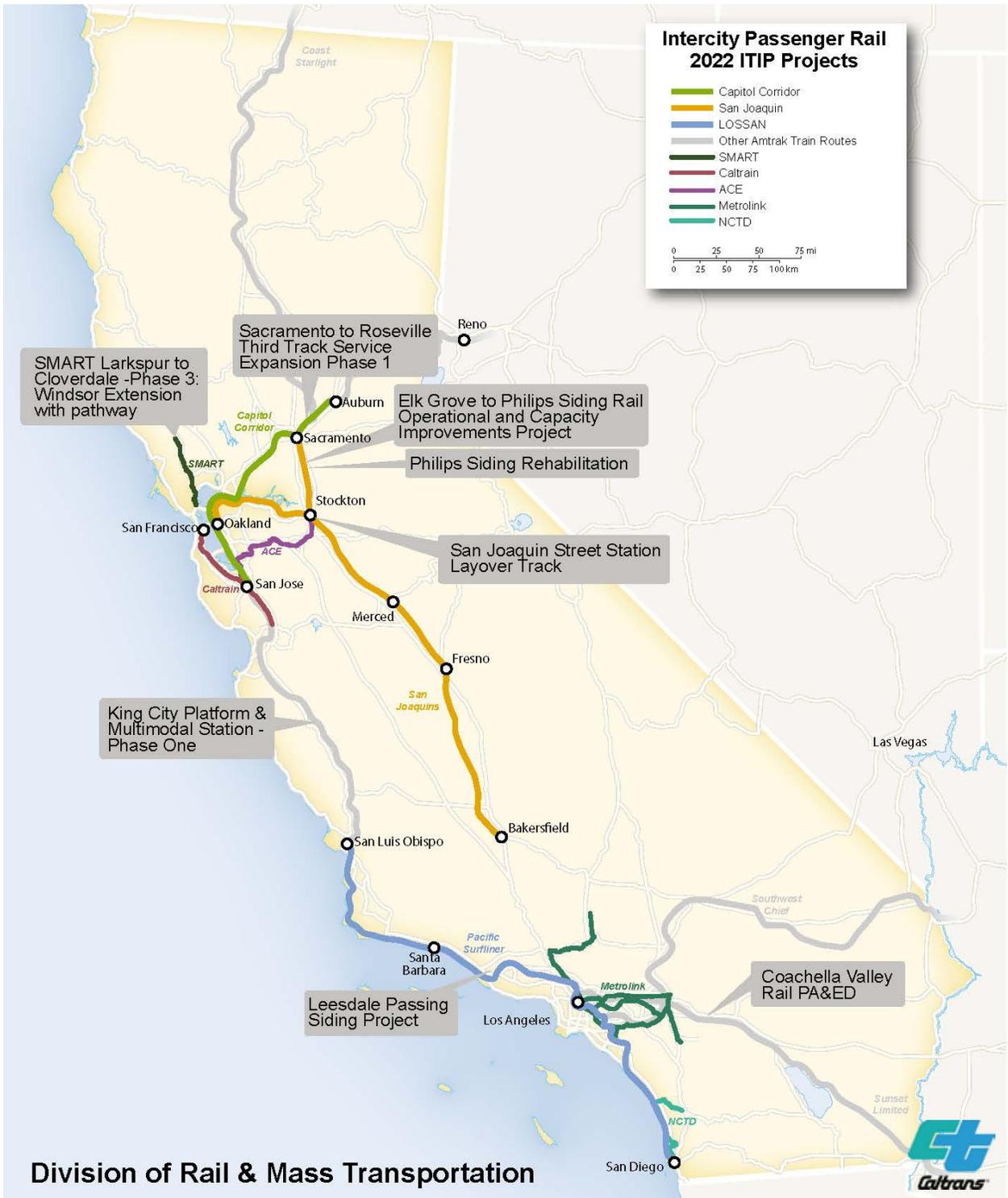
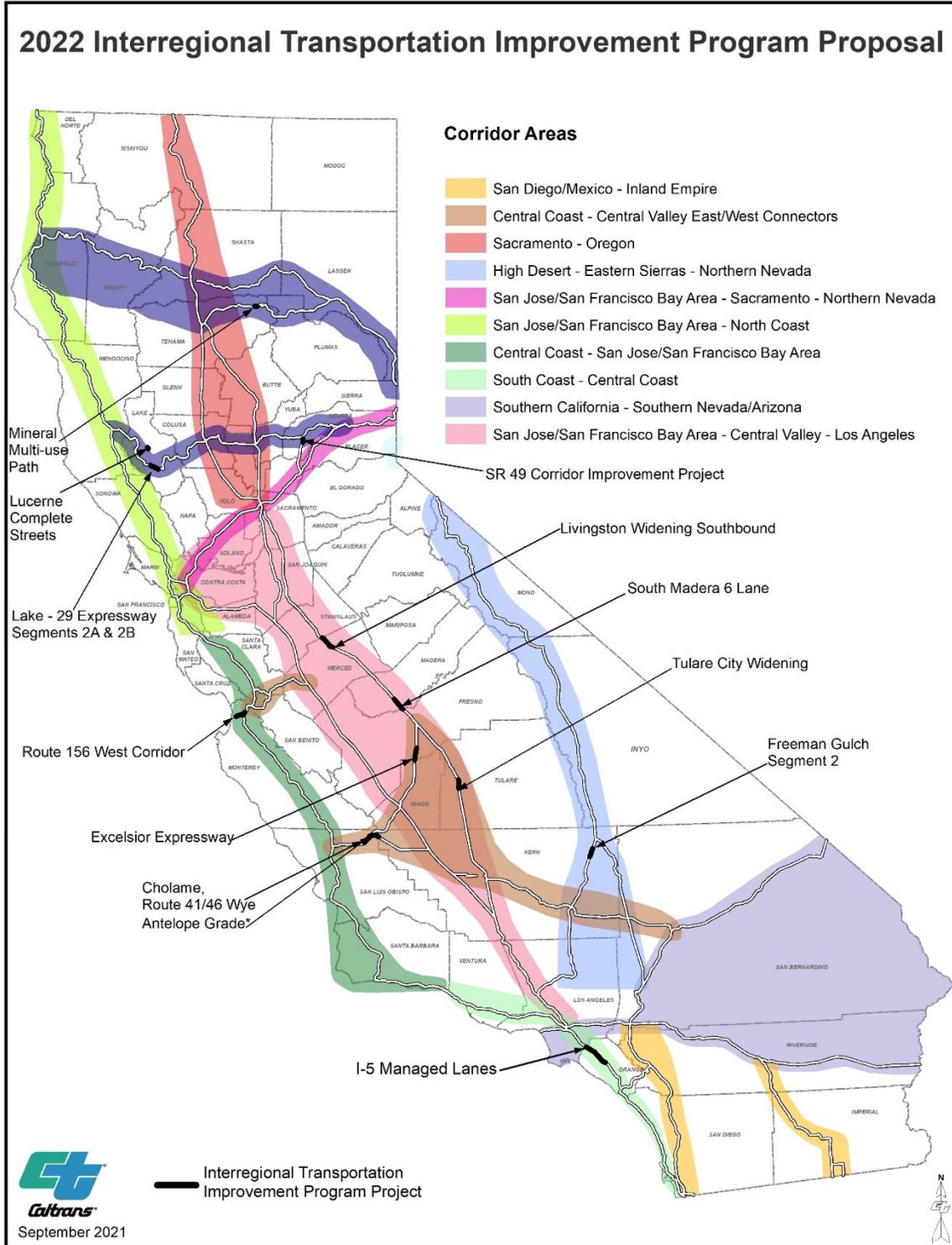


Figure 4: 2022 ITIP Highway Projects and Associated Strategic Interregional Corridor



South Coast – Central Coast Corridor

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. The Pacific Surfliner will improve ridership and revenue and increase intercity rail passenger service frequency because of this additional layover capacity. The project will facilitate the maintenance of equipment mid-route and at the route terminus. It will enable additional passenger trains to hold overnight and allow a second, more convenient morning departure from San Luis Obispo. It will also provide a facility to hold and service a train set for any additional proposed intercity frequencies.

This project will expand the facility to accommodate up to four trainsets and provide a location on the north end of the LOSSAN rail corridor to maintain the Pacific Surfliner equipment. An expanded layover facility in San Luis Obispo can also benefit the efforts underway to implement a sub-regional rail service utilizing other equipment, like zero-emission Multiple Units (ZEMUs), operating between Santa Barbara and San Luis Obispo by providing a location to also maintain this equipment. The proposed project is needed to improve the efficiency, on-time performance and frequency of intercity passenger rail services along the LOSSAN rail corridor. A new or expanded layover facility will enhance intercity passenger rail service. The Pacific Surfliner will improve the ridership, revenue, and extend service through additional layover capacity.

ROSCRANS/MARQUARDT GRADE-SEPARATION – PACIFIC SURFLINER CORRIDOR

The Rosecrans/Marquardt at-grade crossing is one of the most congested crossings in the region. In addition to being part of a critical north-south route for intercity and commuter trains, this at-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 improve integration between rail systems to create a comprehensive rail network. Construction of a grade separation will improve congestion and provide a much safer pedestrian environment. Furthermore, eliminating idling trucks and autos will improve the air quality in the project location communities. This project is fully funded with various funding sources in addition to the ITIP.

The project will convert the at-grade railroad crossing at Rosecrans and Marquardt Avenues in Santa Fe Springs to an above-grade crossing. This project will improve safety and traffic flow, increase the efficiency of train movements, and reduce GHG emissions from idling vehicles. Located in the City of Santa Fe Springs, California, the Rosecrans/Marquardt grade crossing is traversed by more than 100 freight and passenger trains, and 45,000 vehicles in 24 hours.

This project accomplishes the goals of the 2021 ITSP for this corridor by increasing intercity passenger rail service, increasing connectivity and accessibility to modal options, improving safety, and balancing local community and interregional travel needs.

LINK UNION STATION

Los Angeles Union Station (LAUS) is Southern California's primary transportation hub, connecting multiple counties with a combined population exceeding 20 million people. By 2040, ridership through LAUS is forecasted to increase from roughly 110,000 to more than 200,000 passenger trips each weekday. The Link Union Station (Link US) project will provide for the forecasted increase in ridership and expand regional rail connectivity. Link US plans to transform LAUS into a modern, world-class transit and mobility hub to meet the region's long-term transportation needs. The project will make LA's Union Station, a run-through track station instead of a stub-end station, vastly improving the throughput capacity for Intercity, Commuter and High-Speed Rail (HSR) systems. Importantly, both the Pacific Surfliner and Metrolink will realize significant benefits from the first phase of run-through tracks, including adding capacity for up to five Surfliner and Metrolink trains per hour in each direction to provide one-seat ride service through LA, with a much shorter station dwell that will lead to significantly increased ridership on both systems. This project is fully funded with various funding sources including, Proposition 1A, Transit and Intercity Rail Capital Program (TIRCP), Local, and ITIP funds.

Phase A of Link US serves as a linchpin to delivering the SCORE Program, offering increased capacity for the Metrolink and Pacific Surfliner services via the initial delivery of two run-through tracks. The Full Build Link US Project will improve the operational capacity and flexibility of LAUS to accommodate more commuter, intercity, and high-speed rail trains; enhance seamless transfers to local and regional transit services; improve mobility; provide job and mobility benefits to disadvantaged communities; enhance passenger

safety; and reduce GHG emissions. This project accomplishes the goals of the 2021 ITSP for this corridor by promoting high-speed rail system development, improving integration between regional, intercity, and high-speed rail systems, increasing intercity passenger rail service, and increasing connectivity and accessibility to modal options.

SAN ONOFRE TO PULGAS TRACK PHASE 2 – PACIFIC SURFLINER CORRIDOR The project will construct a 1.6 mile-long second track to provide passenger and freight trains additional passing opportunities. The scope of work also includes construction of two new bridge structures. Once completed, this project will improve passenger train headways and on-time performance by providing additional operational flexibility for both passenger and freight trains. This project accomplishes the goals of the 2021 ITSP for this corridor by increasing intercity passenger rail service, improving safety, and supporting freight alternatives to trucks to decrease VMT.

LEESDALE PASSING SIDING

The project extends the existing Leesdale siding to create a passing siding for the area. The project includes constructing drainage improvements, culverts, bridges, and relocating utilities. The project replaces manual switches with remote-controlled switching equipment, and the Las Posas Road and Pleasant Valley Road grade crossing signal systems will be modified to accommodate the siding. The 2022 ITIP will provide funding for construction.

Growth in Central Coast population centers related to the region's proximity to the Los Angeles Metro area in the south has increased demand for products shipped via freight modes concurrently with an increase in demand for Central Coast products from outside of the region. Challenges for freight movement are endemic to the South Coast Corridor region due to competition for space on the transportation system by passenger modes.

The project increases operational flexibility to meet demand and improve efficiency, reliability, and travel times for freight and passenger rail, and accommodate future service growth. Specifically, the project will provide direct benefits to Metrolink and Surfliner services in this area by allowing for 30-minute bi-directional frequencies in this segment. The project will reduce delays, reduce emissions and improve air quality in the region, which is among the worst in the nation, with freight movement substantially contributing to the problem. The creation of this passing siding will allow for increased operational

flexibility and reduce opportunities for cascading delays in a largely single-truck territory with limited passing sidings between Oxnard and Camarillo.

This project accomplishes the goals of the 2021 ITSP for this corridor by increasing intercity passenger rail service, supporting freight alternatives to trucks to decrease VMT, and improving safety.

I-5 MANAGED LANES PROJECT

Interstate 5 provides the vital interregional link between major Southern California cities and Mexico for commuting, commerce, tourism, and recreation. The project will improve the overall movement of passenger and freight vehicles. The project alternatives include modification of HOV lane requirements from 2-passenger to 3-passenger minimum, convert existing HOV lanes to priced managed lanes, or convert existing HOV lanes to priced managed lanes and add a priced managed lane. This project is currently programmed in the ITIP for environmental. 2022 ITIP will provide funding for the design and right of way phases. ITIP will not fund the construction as the construction phase is anticipated to be financed with the revenue anticipation bonds.



The project improves travel time reliability and accessibility to modal options. The project promotes ridesharing, carpooling, and enhances transit.

This project accomplishes the goals of the 2021 ITSP for this corridor by increasing connectivity and accessibility to modal options and implementing managed lanes to maximize people's movement. This project also meets the needs of the Upper Interstate 5 Corridor Plan.

Central Coast – San Jose/San Francisco Bay Area Corridor

COAST SUBDIVISION RAIL CORRIDOR IMPROVEMENTS

The proposed project will modernize the track and signal system for faster, safer, and more reliable operations in this corridor segment. The project consists of the installation of PTC technology along three segments of UPRR's Coast Subdivision, as follows:

- Between Mile Post (MP) 13.5 in Oakland and MP 31 in Newark in Alameda County;
- Between MP 77.03 in Gilroy and MP 113.3 in North Salinas in Santa Clara, Santa Cruz, San Benito, and Monterey Counties; and
- Between MP 114.9 in Salinas and MP 248.44 in North San Luis Obispo in Monterey and San Luis Obispo Counties.

Implementation of PTC is a standard CON-phase project involving installation and upgrade of wayside communications equipment. The project includes complete Centralized Traffic Control (CTC) and PTC. It will increase speed throughout the Coast Subdivision and at Niles Junction, and reduce delays for the Capitol Corridor, Coast Starlight, freight trains, and any additional passenger service on the Central Coast that may developed in the future. The system is designed to prevent train-to-train collisions, over-speed derailments, incursions into established work zone limits and the movement of trains through switches left in the wrong position. The implementation of PTC will significantly reduce the risk of loss of life, damages to property, and increase the reliability of the rail system

The installation of PTC is a major step in reducing loss of life or injury to the traveling public, railroad employees, and the public in general. Reducing incidents that PTC is designed to avoid will result in a more reliable rail system that can continue to serve the public and the economy without the potential cost and interruptions that may arise from such incidents.

KING CITY PLATFORM AND MULTIMODAL STATION – PHASE ONE

Phase One of this project add a passenger rail station along the Coast Subdivision between Salinas and Paso Robles on the current Amtrak Coast Starlight route. Phase One constructs a passenger platform at King City. Subsequent phases will include construction of a grade crossing, road rerouting, and ultimately a larger, multimodal rail station facility. The 2022 ITIP will provide funding for the construction of the King City passenger platform.

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

This project accomplishes the goals of the 2021 ITSP for this corridor by increasing intercity passenger rail service, increasing connectivity and accessibility to modal options, and balancing local community and interregional travel needs.

San Jose/San Francisco Bay Area – North Coast Corridor

SMART WINDSOR EXTENSION

The Windsor Extension is the next phase of the SMART Larkspur to Cloverdale corridor. The project extends the SMART system three miles north to the Town of Windsor, adding 13 stations to complete the reconstruction of the SMART railroad system, including passenger commuter rail, short-line freight rail, and paved bicycle/pedestrian pathway facilities between Sonoma County Airport Station and the Town of Windsor. The project includes constructing over three miles of Class 4 mainline track, four bridges, one station with amenities and gauntlet tracks to accommodate freight train passage, five at-grade crossings, and implementing Positive Train Control (PTC) systems. The 2022 ITIP will fund the Rail Systems project.

Consistent with the priority interregional facility's improvements and strategies identified in the 2021 ITSP, the project delivers expanded mobility options for people and goods. The project will fund the rail systems hardware, software and associated onboard and control center costs for testing and re-launching of revenue rail service for the publicly owned SMART passenger and freight rail system over three-miles between the Sonoma County Airport Station/SMART Rail Operations Center and the Town of Windsor. SMART provides commuter passenger rail service in a region lacking Amtrak long distance or State-supported intercity rail systems. The project increases connectivity and accessibility to passenger rail and active transportation modes. Freight in this region moves primarily through the SHS via US 101. This project also supports freight alternatives to trucks by facilitating short-line rail transport of goods and materials between adjacent rural areas.

This project will address many challenges in the northern San Francisco Bay Area, including modal options, multimodal connectivity, and the challenges of rehabilitating existing public infrastructure. This project will enable the return of railroad services to the rural northern Bay Area, where freight rail has been absent for the past 25 years, and passenger rail service has been unavailable since the 1950s. This rail service will support low-carbon economic development by bringing workers and visitors, including tourists that are the area's modern economic engine, to Windsor and northern Sonoma County.

The project will facilitate short-line rail transport of goods and materials between adjacent rural areas, with economies reliant on agriculture, tourism, beverage production, gravel mining and lumber processing, and national markets. The project also provides a second ingress/egress from SMART's Rail Operations Center (ROC) and the mainline, supplying critical system redundancies and needed access for servicing onboard PTC equipment on the short-line freight rail locomotive.

The project includes continuing successful public-private partnership between SMART and the internet service provider Sonic to bring high-speed fiber-optic, broadband internet services to communities along the SMART rail corridor and improve public access, including public school access, to telecommunications services throughout SMART's and Sonic's service areas.

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

SACRAMENTO TO ROSEVILLE THIRD TRACK SERVICE EXPANSION PHASE 1

The project builds approximately 6.75 miles of new third track for Capitol Corridor passenger rail service from Sacramento to Roseville between MP 100.99 and 107.4. The layout of the third main line reserves flexibility for future construction of a fourth main line by UPRR, should that ever be needed for railroad capacity in the future. The project will include one new railroad bridge over Dry Creek. The Sacramento to Roseville Third Track Service Expansion Phase 1 will provide two additional daily roundtrips on the existing passenger rail corridor. This project is needed to provide highway congestion relief, improve air quality, and reduce greenhouse gas emissions. The 2022 ITIP will fund construction.

The project will improve freight capacity by separating passenger and freight rail traffic. The project will increase ridership and reduce congestion, providing

air quality benefits to surrounding communities. The project also meets the needs of the Placer-Sacramento Gateway Corridor Plan.

San Jose/San Francisco Bay Area – Central Valley – Los Angeles Corridor

SAN JOAQUIN CORRIDOR SECOND PLATFORMS AT MODESTO AND TURLOCK-DENAIR STATIONS - SAN JOAQUIN INTERCITY PASSENGER RAIL CORRIDOR

This project will extend the existing station platforms and construct a second platform at two locations. A single platform currently serves these stations and whenever there are opposing meets, one train must wait farther out at a siding while the other train serves the station. The construction of the second platform will allow two passenger trains to operate at the station simultaneously. The project is needed to eliminate delays and improve on-time performance of intercity rail passenger services through the entire San Joaquin Corridor. The San Joaquin Corridor operates primarily as a scheduled railroad, with passenger trains operating at fixed times and freight operations working around those times. For the freight trains to meet the needs of their customers, there must be a reliable passenger schedule that enables them to plan meets and passes in the correct locations. Having a second platform at all stations will allow better, more efficient schedules.

This project will accommodate the increased demand for intercity passenger rail service. The San Joaquin Valley has the highest levels of poverty and unemployment compared to the rest of California; this project will increase accessibility to jobs and improve air quality, thereby alleviating the burdens facing communities in the Valley.

MINI-HIGH PLATFORM IMPROVEMENTS PROJECT – SAN JOAQUIN INTERCITY PASSENGER RAIL CORRIDOR

This project will design and build 48-inch high-raised platforms with ADA-compliant ramps on 18 Amtrak California Stations. A great majority of these stations are part of the San Joaquin Intercity Passenger Rail Corridor. These platforms will be positioned so that when the door opens, the “gap-filler” plate can be extended to within one-inch of these 48-inch high platforms. This will facilitate level boarding for persons with wheelchairs, using walkers, or transporting luggage, thereby increasing accessibility for all users. On completion, this project will help reduce delays, improve passenger accessibility, safety, and dependability, and increase on-time performance.

This project advances equity by eliminating transportation burdens for people with disabilities.

SOUTH MADERA WIDENING

The South Madera 6 Lane Widening Project is on SR 99 in Madera County from south of Avenue 7 to north of Avenue 12. It is consistent with the CFMP, SR 99 Busines Plan, SR 99 Corridor System Management Plan (CSMP) and the Madera County Transportation Commission RTP.

This project will eliminate the 5.8 mile, four-lane bottleneck on SR 99 in the southbound and northbound directions, between Fresno and Madera by providing an additional lane in each direction in the median. The scope of work includes increasing vertical clearance at one of the overcrossing structures.



SR 99 in this vicinity is at the upper end of the spectrum for projects with a very high interregional value – with 21 percent truck traffic volume and a relatively high Average Annual Daily Traffic (AADT). This project improves operational efficiency on a critical goods movement corridor, providing greater travel-time reliability, throughput, and velocity of freight movement.

This project accomplishes the goals of the 2021 ITSP by balancing local community and interregional needs and improving safety for all users. The project benefits the surrounding disadvantaged communities by increasing connectivity to employment and production centers, education, services, and other opportunities in the region. The project also meets the needs of the SR 99 Business Corridor Plan.

Madera County's Mid-Cycle RIP funds and SHOPP funds are also programmed for this project. Combining this widening project with the planned SHOPP project in FY 2025-26 achieves significant efficiencies and substantial savings.

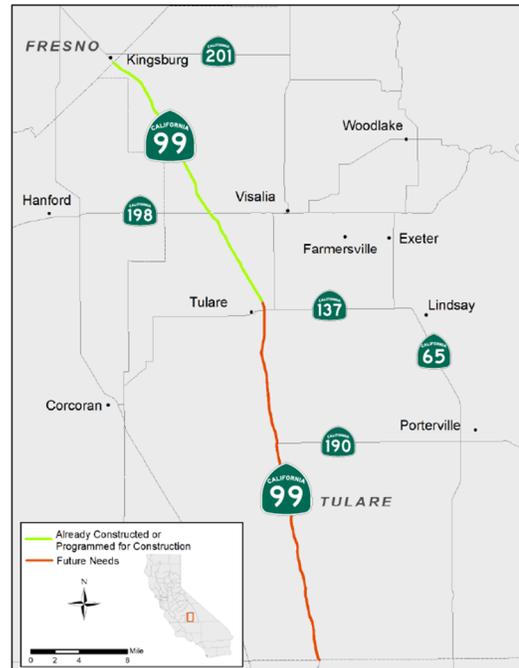
Funding for this project is contingent on Caltrans districts convening a summit in partnership with local and regional agencies and including diverse stakeholders and community-based organizations to establish a vision for the

SR 99 corridor that addresses local needs in a manner aligned with state goals as outlined in CAPTI, before the STIP adoption, by March 15, 2022. Additionally, funding for this project is contingent on Caltrans districts, in partnership with regional agencies, completing a comprehensive multimodal corridor plan for SR 99 to implement that vision before the allocation of these funds.

TULARE 99

The improvements in this segment are part of a long-range strategy to improve SR 99 southwards from Kingsburg to Delano. The 2018 ITIP funded the design, right of way, and construction phases for the Tagus 6-Lane Widening (Northbound and Southbound) project. Tulare County Association of Governments (TCAG) is the funding partner for this project. TCAG programmed RIP funds for the design, right of way, and construction phases. This project is currently in construction.

In addition, Tulare City Widening project was programmed in the 2018 ITIP for environmental and design phases. Currently, this project is in the environmental phase. Right of way and construction phases are currently unfunded.



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

This project accomplishes the goals of the 2021 ITSP by increasing connectivity and travel-time reliability for all users and preserving highway infrastructure in a state of good repair. The project balances community and interregional travel needs by reducing congestion, improving safety, and increasing accessibility to employment, education, services, and other opportunities. This project also meets the needs of the SR 99 Business Corridor Plan.

MERCED 99 LIVINGSTON WIDENING SOUTHBOUND

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

The 2018 ITIP programmed construction funding for the southbound project and construction for the northbound project is funded with Trade Corridor Enhancement Program (TCEP) funds.

The southbound project is scheduled to begin construction in FY 2021-22.

This project accomplishes the goals of the 2021 ITSP by addressing a critical freight bottleneck and improving freight reliability and safety by keeping highway infrastructure in a state of good repair. The project also meets the needs of the SR 99 Business Corridor Plan.



ELK GROVE TO PHILIPS SIDING RAIL OPERATIONAL AND CAPACITY IMPROVEMENTS

The project extends the existing Philips Siding to connect with the proposed Elk Grove Station siding. The project will create a second main track to serve trains entering the proposed Elk Grove station. The project will upgrade the existing siding switches to allow for increased train speeds. The project includes modifications to existing bridges, crossings, and culverts. The project is a necessary component of the Valley Rail Sacramento Extension, a proposed passenger rail service between Stockton and Sacramento with further connections to San Jose, Ceres, and Bakersfield. Once deployed, the improvements will provide 7 round trips to Sacramento, with service terminating in Natomas. The 2022 ITIP will fund environmental and design phases.

The project will increase accessibility and connectivity for residents throughout the corridor. The project implements infrastructure to support an increase in intercity passenger rail service frequency that aligns with the corridor improvement strategies defined in the ITSP to promote multimodal interregional movement.

This additional frequency will allow for ACE service to operate up to four daily round trips to Natomas, improving residents' transportation options throughout the corridor.

SAN JOAQUIN STREET STATION LAYOVER TRACK

This project will implement track and station access improvements at the San Joaquin Street Station in Stockton to better serve passengers in preparation for future expansion of service to / from Sacramento. The proposed improvements include new layover tracks near the station to facilitate a new short-run operation of the San Joaquins passenger rail service between Stockton and Sacramento that will connect with mainline San Joaquins trains between Bakersfield and the San Francisco Bay Area. In addition to the layover facility, the Project also includes parking, security, and public transportation improvements at and adjacent to the station.

Prior to the COVID-19 pandemic, the San Joaquins passenger rail service operated seven roundtrips daily extending to / from Bakersfield, with five of the roundtrips branching west at Stockton to serve the San Francisco Bay Area and two of the roundtrips continuing north of Stockton to serve Sacramento. As described in the Final 2021 SJJPA Business Plan, the Sacramento Extension project proposes to increase San Joaquins service to / from Sacramento by adding two new roundtrips (the eighth and ninth roundtrips) along a new route via the Union Pacific Railroad (UPRR) Sacramento Subdivision. New stations would be provided along the new route north of Stockton in Lodi, Elk Grove, Sacramento City College, Midtown Sacramento, Old North Sacramento, and Natomas.

The project increases train storage capacity and improves passenger safety, security, and accessibility. The project will provide enhanced intercity passenger rail connectivity in the San Joaquin Valley, resulting in reduced vehicle miles traveled (VMT) and associated GHG reductions and corresponding improvements in air quality. A thruway bus roundtrip between Sacramento and Stockton will be replaced by a train roundtrip, with a direct train-to-train connection at San Joaquin Street Station, improving convenience and reliability. The project would increase annual ridership on the San Joaquins service by approximately 123,000 in 2030 and 147,000 in 2040, corresponding to a ridership jump of more than eight percent.

PHILIPS SIDING REHABILITATION

The project is a necessary component of the Valley Rail Sacramento Extension, a proposed passenger rail service between Stockton and Sacramento with further connections to San Jose, Ceres, and Bakersfield. Once deployed, the

improvements will provide 7 round trips to Sacramento, with service terminating in Natomas.

The project will upgrade the southern switch (MP 121.27) and the rehabilitation or upgrade of the existing siding from MP 121.27 to 122.55 at the existing northern switch. Improvements also include but are not limited to tie and rail replacement, replacement of the existing southern turnout with a new #24 turnout and lining and surfacing. The project is included as part of planned improvements along the UPRR Sacramento Subdivision by the SJRRC in the 2018 California State Rail Plan and in the Sacramento Area Council of Governments (SACOG) 2020 Metropolitan Transportation Plan (MTP). The 2022 ITIP is proposing to fund construction.

These proposed improvements will provide a second mainline track to improve safety for trains in passing situations, improve connectivity and increase ridership, support increased train speeds and transportation options for residents throughout the corridor, support reduced VMT and associated regional traffic improvements and improve air quality and reduce GHG emissions. The project is needed as double tracks will be provided along the UPRR Sacramento Subdivision north of the project limits with the proposed Elk Grove Double Track project. If the Philips Siding is not rehabilitated to mainline track standards this would be inconsistent with track improvements proposed along the corridor that are intended to improve safety for trains in passing situation and support increased train speeds in the corridor.

High Desert – Eastern Sierras – Central Nevada Corridor

FREEMAN GULCH WIDENING-SEGMENT 2

These projects are along SR 14, which serves as the principal access route into the Inyo and Mono County recreation areas from the Los Angeles Basin. These projects will relieve congestion and provide significant safety benefits by separating the oncoming traffic with a divided median, and constructing passing lanes to break up traffic queues. Segment 1 is fully funded. This project is funded only for the design phase for Segment 2. This project is in the design phase currently and needs right of way funding to finish the remaining design phase activities. This is a partnership project funded by the Caltrans and Kern, Inyo and Mono counties.



SR 14 is part of the Surface Transportation Assistance Act National Network (STAA), the National Highway System, and a portion of the route (I-5 to Mojave) is designated as Strategic Highway Network (STRAHNET) route. SR-14 serves as an alternate route to I-5 in natural disasters, such as earthquakes and snowstorms.

The project accomplishes the goals of the 2021 ITSP by improving interregional multimodal transportation assets to a state of good repair. The project considers climate change and increases resiliency to natural disasters by improving a critical evacuation/alternative route, benefitting both local communities and interregional travelers. The project also meets the needs of the Eastern Sierra Corridor Enhancement Plan.

Furthermore, the project increases connectivity and accessibility to modal options by constructing Complete Streets elements, such as new shoulders and intersection improvements that benefit bicycle and pedestrian mobility.

Southern California – Southern Nevada/Arizona Corridor

COACHELLA VALLEY RAIL

Caltrans and RCTC, in coordination with the Federal Railroad Administration (FRA), are working to bring passenger rail service as an alternate mode of travel across Southern California, connecting desert communities and attractions with Los Angeles, Orange County, and the Inland Empire. Programmed funding of \$10 million would support completion of the environmental phase for the proposed Coachella Valley Rail Corridor, including conceptual engineering, six (6) station locations and design, and a Tier 2 Project Level Environmental Document. Later phases of the project, including construction, would be funded by other sources including, but not limited to, various local, state, and federal sources. The new intercity rail passenger service would extend approximately 144 miles between downtown Los Angeles and the Coachella Valley via downtown Fullerton and downtown Riverside. The program proposes operating two daily roundtrips between Los Angeles Union Station and Indio or Coachella, with morning and evening departures from each end.

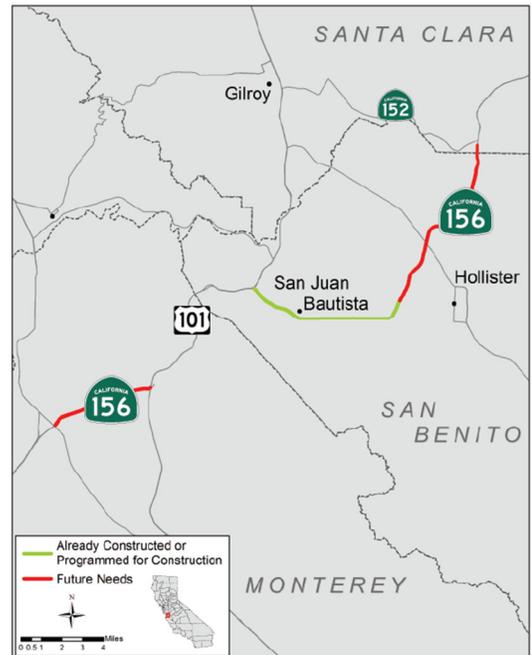
The environmental documents for Coachella Valley Rail would develop a viable infrastructure plan with engineering concepts and provide environmental review, mitigation, and clearance to allow for future construction activities. This transformative project will increase intercity passenger rail frequency, benefitting interregional travelers, regional commuters, and nearby residents. The project will promote economic development around the rail station, increasing connectivity and access to jobs and services for low-income communities. This project supports alternatives to vehicular travel, thereby reducing VMT and GHG emissions and improving air quality.

This project accomplishes the goals of the 2021 ITSP for this corridor by expanding intercity passenger rail, balancing local community and interregional travel needs, and increasing connectivity and accessibility to modal options.

Central Coast – Central Valley East/West Connectors

SR 156 WEST CORRIDOR STUDY

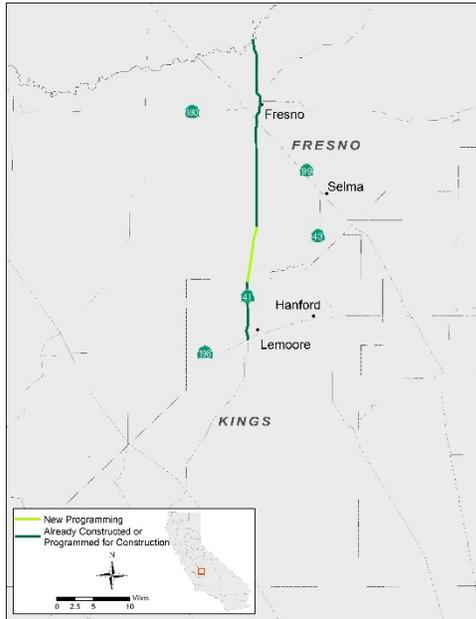
SR 156 in Monterey County is the tourist and freight route connecting the Monterey Peninsula with the Silicon Valley, the Salinas Valley, and the Central Valley. High volumes of slow-moving trucks during agriculture peak seasons result in traffic back-ups and motorists sometimes making unsafe passing attempts around slower vehicles. This project will accomplish the goals of the 2021 ITSP by reducing congestion and improving safety for all users by providing safe passing opportunities. This project is critical to facilitate goods movement in a region that lacks an east-west freight rail connection between the Central Coast and Central Valley. By converting existing lanes to a frontage road, the project balances local community needs and interregional travel. This project is anticipated to finish environmental phase in FY 2022-23. This project also meets the needs of the State Route 156 Multimodal Corridor Plan.



EXCELSIOR EXPRESSWAY – CLOSING GAP IN A 4-LANE EXPRESSWAY

The project will convert six miles of two-lane conventional highway to a divided four-lane expressway, thereby, completing a continuous 44-mile corridor. The project serves interregional traffic and local communities between the coastal and Sierra Nevada mountain recreational areas and commercial truck traffic. The project will accomplish the goals of the 2021 ITSP by improving the operational efficiency of interregional freight movement and local farm-to-market travel. The project will increase connectivity for economically underserved and tribal communities. The project will provide access to the future High-Speed Rail Kings/Tulare station. The project may incorporate Complete Streets and Zero-Emission Vehicle infrastructure elements. The

project also meets the needs of the Fresno-Madera State Route 41 and Avenue 9 Sustainable Corridors Study.



Once completed, this project will close a gap in the existing four-lane expressway SR 41 facility between the City of Fresno and SR 198 in the City of Lemoore, US Naval Base site. The project will also relieve congestion, separate oncoming traffic with a divided median, and break up traffic queues by providing safe opportunities to pass slow-moving agriculture traffic. The 2018 ITIP funded the design phase in FY 2018-19 and right of way in FY 2019-20. The 2022 ITIP will provide funding for the construction phase. Fresno Council of Governments (FCOG) is the funding partner for this project.

SR 46 CORRIDOR IMPROVEMENTS

SR 46 is an east-west interregional, primarily rural facility that provides a moderate level of service for truck, agricultural, passenger, and recreational travel from the Central Coast at Paso Robles to I-5 at Lost Hills, with links to other regions via I-5. In recent years, considerable investments from Proposition 1B



and STIP funds have helped to convert SR 46 in this area into a four-lane expressway. Critical unfunded gaps remain at the climb through the Antelope Grade to the Kern County line. This corridor lacks an east-west freight rail connection between the Central Coast and Central Valley; therefore, this highway project is critical to facilitate goods movement.

The 2018 ITIP proposal made significant investments in reducing these gaps by fully funding the Cholame segment and the SR 41/46 WYE. Once completed, the WYE project will improve safety by replacing the existing at-grade intersection with grade separated

structures. The Antelope Grade project is funded through the design phase with ITIP funds and received TCEP funds for the right of way phase. Future funding will be needed to fully fund this segment through construction.

The four-lane expressway project on the Kern County side of SR 46 is fully funded for construction with RIP funding by the Kern Council of Governments (Kern COG), Traffic Congestion Relief Program (TCRP) funds and federal funds.

This project accomplishes the goals of the 2021 ITSP by improving safety and keeping the critical freight facilities in a state of good repair. The project also meets the needs of the State Route 46 Corridor System Management Plan.

North Coast – Northern Nevada Corridor

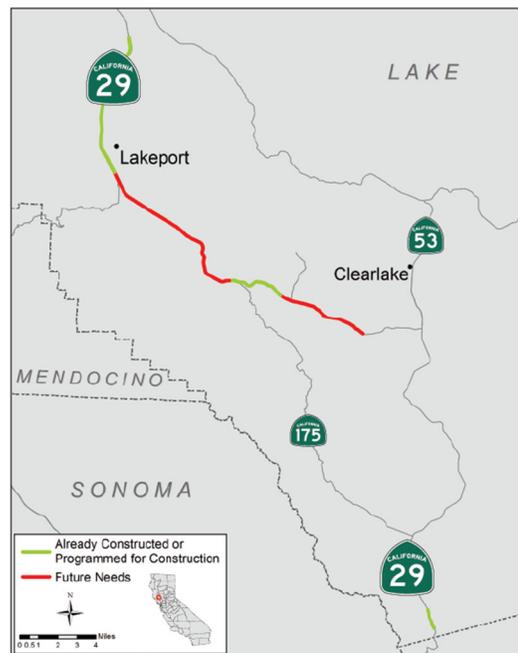
LAKE 29 EXPRESSWAY PROJECT

Segment 2C - The project will improve traffic safety by providing passing opportunities. The project is in construction and will also provide enhanced bike and pedestrian facilities by constructing wider shoulders. Significant portion of the project is SHOPP funded and the remainder is split between Lake County RIP shares and Interregional shares.

The environmental phase for other two Segments, 2A and 2B has already been completed. The 2018 ITIP funded the design phase for both projects jointly with RIP shares from Lake County. Due to RIP and IIP funding constraints in the 2022

STIP cycle, right of way and construction phases could not be funded in the 2022 cycle.

This project accomplishes the goals of the 2021 ITSP by meeting the needs of local communities by increasing connectivity and accessibility to modal options, including active transportation. The project balances local community and interregional travel needs and improves emergency evacuation routes for all users. The project also meets the needs of the State Route 29 South Corridor Engineered Feasibility Study.



LUCERNE COMPLETE STREETS IMPROVEMENTS PROJECT

In partnership with Lake Area Planning Council, Caltrans endeavors to enhance comfort and safety for non-motorized users along State Route 20 in Lucerne and provide better connectivity between Lucerne's waterfront, parks, elementary school, and downtown area. This project will implement the preferred concepts identified in several local planning studies. Roadway features include Class IV separated bikeways, sidewalks, transit stop improvements, and rectangular rapid flashing beacons.



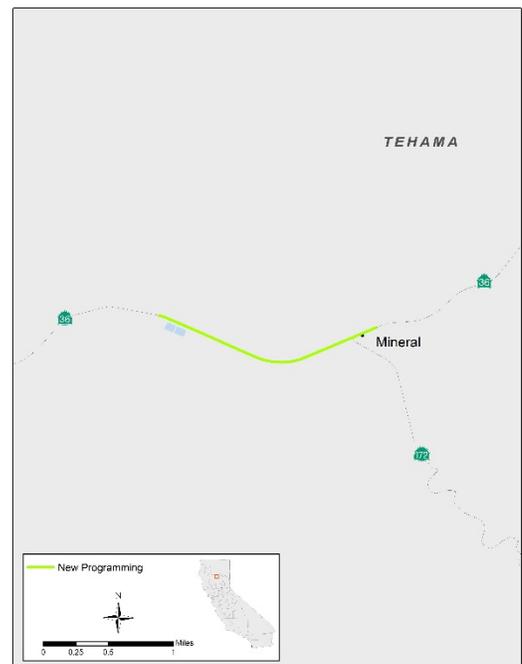
The purpose of this project is to increase pedestrian and bicyclist safety, connectivity, and level of comfort and to improve curbside accessibility to transit facilities. This project accomplishes the goals of the 2021 ITSP for this corridor by enhancing safety and increasing

connectivity and accessibility to modal options.

MINERAL MULTI-USE PATH

The proposed scope of work for the Mineral Class I facility includes a (Class I, 10-foot wide) shared-use path adjacent to SR 36 beginning at Post Mile (PM) 81.68. The project's purpose is to create a separate designated space for those who desire to walk and bike away from a highway with zero to two-foot shoulders and posted speeds no less than 50 mph. The need for this project is a concept that was born through extensive local outreach in the Town of Mineral to anchor the community as the Gateway to two National Parks and provide a safe space for people who desire to walk or bike.

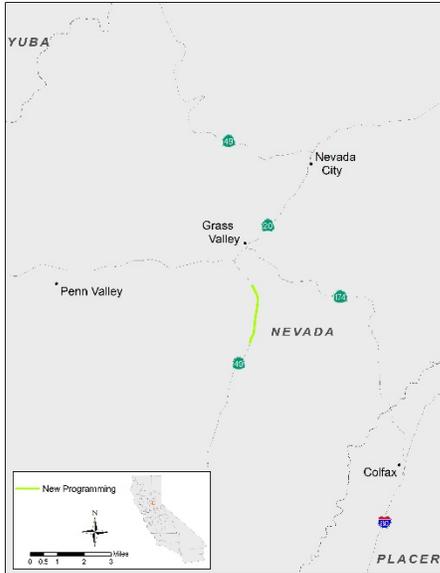
The Class I facility will meander adjacent to SR-36 eastward, crossing over 16 culverts and two proposed pedestrian bridges. This project accomplishes the goals of



the 2021 ITSP for this corridor by improving safety and increasing connectivity and accessibility to modal options.

NEVADA 49 CORRIDOR IMPROVEMENT PROJECT

The project proposes to enhance operations, pedestrian and bicycle mobility, and safety by adding a southbound truck climbing lane and widening shoulders outside the urbanized area, from La Barr Meadows Road to McKnight Way in Nevada county.



The purpose of this project is to enhance connectivity for the rural community in Nevada County including rural communities along SR 49 from La Barr Meadows Road to McKnight Way. The project will enhance safety, and mobility of vehicular, pedestrian, and cyclist traffic on SR 49. This project will enhance daily commuting, mobility, freight, transit (Nevada County Connects, fixed-route transit, Route 5 Commuter Service to Auburn Multi-modal Station), essential services and provide a long-term benefit for emergency readiness for evacuations caused by climate change stressors through the construction of roundabouts, and intersection signalization.

The project accomplishes the goals of the 2021 ITSP by balancing local community and interregional travel needs and improves emergency evacuation routes for all users. The project also meets the needs of the State Route 49 Multimodal Corridor Plan.

INTERREGIONAL HIGHWAY AND INTERCITY RAIL NEEDS

Section 34B of the 2022 STIP guidelines, adopted by the California Transportation Commission on August 18, 2021 requires Caltrans to identify projects that have received ITIP funds in the previous 10 years for pre-construction but have not yet been funded for construction. Table 2 below lists such projects along with unfunded phases and associated costs for each project, based upon the latest estimate of project costs.

Caltrans District/ State Rail Plan Region	Implementing Agency	County-Route	Project Name	Total Remaining Need (in Millions)	Remaining Phases
Highways					
1	Caltrans	Lake County 29	Lake 29 Expressway - Segment 2A	\$91	RW and CON
1	Caltrans	Lake County 29	Lake 29 Expressway - Segment 2B	\$127	RW and CON
5	Caltrans	San Luis Obispo County 46	Antelope Grade	\$82	CON
5	Caltrans	Santa Barbara 101	South Coast 101 HOV Lanes - Montecito to Santa Barbara (Segments 4D-4E)	\$248	CON
6	Caltrans	Kern County 14	Freeman Gulch - Segment 2	\$99	RW and CON
6	Caltrans	Kern County 14	Freeman Gulch - Segment 3	\$99	RW and CON
6	Caltrans	Tulare County 99	Tulare City Widening	\$200	RW and CON
Total				\$946	

Table 2: Projects that have received ITIP funds in the previous 10 years for pre-construction but have not yet been funded for construction

These projects that have previously received ITIP funds in the last ten years for pre-construction phases but have not been fully funded through construction. These estimates are based on the August 2021 estimates. Projects outside of the 10-year window are not included in the list.

Given the limited funding capacity of this ITIP cycle, additional funding was not available for these projects. These projects will continue to be under consideration in future ITIP cycles. Profiles for these projects are included in the project profiles section of this document.

1996 STIP Projects – Updated Delivery Status and Budgets

Section 10 of the STIP Guidelines states that Caltrans, in its ITIP, shall report on the budgets of all ongoing grandfathered 1996 STIP projects. A grandfathered project is one that was programmed in the 1996 STIP. Grandfathered funds are taken off the top before the division of new STIP funds between the regional and interregional programs. Grandfathered funds can only be used for Capital Outlay Support and only for work delivering the scope as shown in the 1996 STIP. This report lists such information for both IIP and RIP-funded projects.

According to the Caltrans' policy, all budgets for grandfathered work are communicated to Caltrans headquarters and maintained in the CTIPs database. Changes and updates are reviewed and anticipated to be approved through the Project Change Request (PCR), Caltrans' change control process.

Table 3 on the following page details the budget, expenditure report, and status for all ongoing grandfathered 1996 STIP projects. The 2020 report included six ongoing grandfathered projects. The 2022 report includes the five remaining grandfathered projects, with one project reported as complete and can be closed out.

Below is a brief discussion of a project with cost increases and schedule delays since last reported in the 2020 STIP.

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

The Contract Acceptance Milestone (CCA) was completed in December 2020. For this mitigation project, the CCA was based upon the completion of the planting effort. These mitigating improvements will be monitored until 2028. These monitoring activities include, among others, water quality monitoring, grazing land monitoring, continuing cultural assessments, transfer of mitigated property to another Agency for land management in perpetuity, Right of Way Engineering final documentation and mapping.

[Casitas Pass & Linden Ave interchanges \(PPNO 0482\)](#)

The Casitas Pass & Linden Avenue Interchanges project improves operations by reconstructing the interchange, reconfiguring ramps, and replacing a bridge. The project completed construction in January 2021, five months later than expected due to being back-ordered and extensive utility relocations requiring additional coordination and redesign. The January 2018 overflow of Carpinteria Creek, coincident with the Montecito mudslide emergency, brought extensive mud and debris onto the project construction site. This event

stopped the work for cleanup and removal. Also, it caused widespread disruption in the area, which delayed the project.

The project is scheduled for completion by August 2023, delayed by a year and a half. The schedule delay and cost increases are due to the additional work that remains to be completed, including final relinquishment of city streets constructed on the project and the completion of the remaining Coastal Permit requirements. Additional effort was required to address the utility relocation issues with Southern California Edison, Frontier Communications, Southern California Gas Company, and Carpinteria Valley Water District. Extensive coordination with FEMA and the City to address changes to the floodplain continued through construction, resulting in more staff effort, including substantial interaction with community elected officials, City staff, and local citizens, requiring additional effort. The overall project duration increased for the reasons described above.

Since last reported in 2020, support costs have increased by \$4,501,000, from \$34,109,000 to \$38,610,000.

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

The Baldwin Park sound walls project is part of a larger high occupancy lane project on Route 10 between Puente Avenue and Citrus Street. Since last reported in 2020, support costs have increased by \$1,009,000 from \$5,645,000 to \$6,654,000 with a 13-month delay to the project completion date. The cost increases and schedule delays were due to delay in utility relocation, changes to design plans to address field conditions for a sound wall, drainage, and effort to investigate and address complaints from the City of Baldwin Park, car dealerships, and hotel businesses regarding the sound walls. Costs associated with these delays resulted in construction support cost increase to resolve the claims and close out the project. Therefore, additional construction support funds are needed for the additional effort to resolve claims from the contractor. Project completion is scheduled for October 2021.

Table 3: 1996 Grandfathered STIP Project List

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

						GF STIP Budget (2012 Initial Reporting) ¹	GF STIP Budget (2020 Report) ¹	Budget Update 2022 ¹	GF STIP Expenditures ²	
DIST	CO	RTE	PPNO	EA	PROJECT	TOTAL	TOTAL	TOTAL	TOTAL	Notes
01	MEN	101	0125F	26200	Willits Bypass (Includes PPNOs 0125X, 0125Y, 0125W, 0125Z)	\$79,000	\$183,823	\$183,823	\$148,912	Parent project completed December 2016. Remaining mitigation projects scheduled for completion December 2028.
05	SB	101	0482	4482U	Casitas Pass & Linden Ave interchanges	\$23,932	\$34,109	\$38,610	\$36,147	Project completion scheduled for August 2023.
07	LA	10	0309S	11172	Baldwin Park - Soundwalls	\$4,590	\$5,645	\$6,654	\$5,459	Project completion scheduled for October 2021.
07	LA	5	2808	2159_	I-5 South Corridor(5 phases) (PPNOs 4153, 2808, 4154, 4155, 4156)	\$57,769	\$57,769	\$57,769	\$57,769	No change, support budget capped per agreement. Entire corridor expected to be open to traffic by late 2022. Project completion scheduled for July 2023.
07	LA	5	2808A	2159C	Orange County to Rte 605 Carmenita Interchange	\$30,845	\$30,845	\$30,845	\$30,845	Project construction completed in April 2018 but the R/W components are not complete. No change, support budget capped per agreement.

¹ GF Budget estimate to complete support

² Actual Support expenditures to date

 Budget revisions since last reported in 2020 ITIP

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Appendix A – Project Funding Details

Following tables provide detailed funding and fiscal year information for all carryover projects, carryover projects with cost changes, and new projects proposed for the 2022 ITIP.

Table A: Carryover 2020 Projects with Carryover Funding Shown

Carryover 2020 Projects with Carryover Funding Shown (\$'s x 1000)																	
Co	Route or Rail Corridor	PPNO	Project	Total	2022 ITIP Total	22-23	23-24	24-25	25-26	26-27	RW	CON	PA&ED	PS&E	RW Sup	Con Sup	Notes
LAK	29	3121	Lake 29 Expressway - Segment 2B	5,100	NA	0	0	0	0	0	0	0	0	5,100	0	0	Carryover.
LAK	29	3122	Lake 29 Expressway - Segment 2A	5,100	NA	0	0	0	0	0	0	0	0	5,100	0	0	Carryover.
VAR	Capitol/Coast	2194A	Coast Subdivision Positive Train Control Implementation Project	15,637	NA	0	0	0	0	0	0	15,637	0	0	0	0	Carryover. FY 21-22 Delivery.
MON	156	0057C	Route 156 West Corridor	7,700	NA	0	0	0	0	0	0	0	7,700	0	0	0	Carryover.
SLO	Pacific Surfliner	2195	Central Coast Layover Facility Expansion	9,000	NA	0	0	0	0	0	0	8,000	0	1,000	0	0	Carryover. PS&E FY 20-21 Delivery. CON FY 21-22 Delivery.
SLO	46	0226J	Cholame	124,555	NA	0	0	0	0	0	14,000	82,734	0	13,900	2,700	11,221	Carryover with cost increase. See cost increase in the table below.
SLO	46	0226K	Route 46/41 Wye	143,700	NA	0	0	0	0	0	19,400	95,300	0	13,200	2,400	13,400	Carryover with cost increase. See cost increase in the table below.
SLO	46	0226L	SR 46 Expressway Conversion - Antelope Grade Segment	10,300	NA	0	0	0	0	0	0	0	0	10,300	0	0	Carryover.
FRE	41	6705	Excelsior Expressway	8,000	NA	0	0	0	0	0	3,500	0	0	3,000	1,500	0	Carryover.
KER	14	8042B	Freeman Gulch Widening - Segment 2	1,481	NA	0	0	0	0	0	0	0	0	1,481	0	0	Carryover. New funding for CON. See table below.
MAD	99	6297	South Madera 6 Lane	9,813	NA	0	0	0	0	0	0	0	3,413	6,400	0	0	Carryover. New funding for CON. See table below.
TUL	99	6369	Tulare City Widening	6,300	NA	0	0	0	0	0	0	0	2,000	4,300	0	0	Carryover.
LA	Pacific Surfliner	2002A	Rosecrans / Marquardt Grade Separation	7,000	NA	0	0	0	0	0	0	7,000	0	0	0	0	Carryover.
LA	Pacific Surfliner	9882	Link Union Station Phase A Component of the SCORE Program-Main Construction Contract	60,820	60,820	0	60,820	0	0	0	0	60,820	0	0	0	0	Carryover.
MER	99	0161B	Livingston Widening Southbound	38,950	NA	0	0	0	0	0	200	29,450	1,700	3,000	100	4,500	Carryover.
VAR	San Joaquin	2065R	Mini-High Platform Improvements	4,500	NA	0	0	0	0	0	0	4,500	0	0	0	0	Carryover. FY 20-21 Delivery.
STA	San Joaquin	2191	San Joaquin Corridor 2nd Platforms at Modesto and Turlock-Denair	20,000	16,400	16,400	0	0	0	0	1,000	16,400	600	2,000	0	0	Carryover.
ORA	5	2833C	Interstate 5 (I-5) Managed Lanes	2,200	NA	0	0	0	0	0	0	0	2,200	0	0	0	Carryover. New funding for PS&E and RW. See table below.
SD	Pacific Surfliner	2190	San Onofre to Pulgas Double Track Phase 2	28,863	NA	0	0	0	0	0	0	28,863	0	0	0	0	Carryover.
VAR		9885	Rail Reserve	726	726	0	0	726	0	0	0	726	0	0	0	0	Carryover.
				509,745	77,946	16,400	60,820	726	0	0	38,100	349,430	17,613	68,781	6,700	29,121	

Table B: Changes to Carryover 2020 Projects

Changes to Carryover 2020 Projects (\$'s x 1000)																	
Co	Rte	PPNO	Project	Total	2022 ITIP Total	22-23	23-24	24-25	25-26	26-27	RW	CON	PA&ED	PS&E	RW Sup	Con Sup	Notes
SLO	46	0226J	Cholame	3,247	3,247	3,247	0	0	0	0	0	3,247	0	0	0	0	Cost increase for CON.
SLO	46	0226K	Route 46/41 Wye	6,772	6,772	6,772	0	0	0	0	0	6,772	0	0	0	0	Cost increase for CON.
MAD	99	6297	South Madera 6 Lane*	33,500	33,500	0	0	0	33,500	0	0	30,000	0	0	0	3,500	Add CON funding.
FRE	41	6705	Excelsior Expressway	23,000	23,000	0	0	23,000	0	0	0	19,400	0	0	0	3,600	Add CON funding.
ORA	5	2833C	I-5 Managed Lanes **	23,400	23,400	0	23,400	0	0	0	8,700	0	0	12,500	2,200	0	Add PS&E and RW funding. Mid-Cycle COVID funds.
				89,919	89,919	10,019	23,400	23,000	33,500	0	8,700	59,419	0	12,500	2,200	7,100	

* Funding for this project is contingent on Caltrans districts convening a summit in partnership with local and regional agencies and including diverse stakeholders and community-based organizations to establish a vision for the SR 99 corridor that addresses local needs in a manner aligned with state goals as outlined in CAPTI, before the STIP adoption, by March 15, 2022. Additionally, funding for this project is contingent on Caltrans districts, in partnership with regional agencies, completing a comprehensive multimodal corridor plan for SR 99 to implement that vision before the allocation of these funds.

** A total of \$16,816,000 out of the \$23,400,000 is proposed to be funded with Mid-Cycle COVID funds.

Table C: New Projects in the 2022 ITIP

New Projects in the 2022 ITIP (\$'s x 1000)																	
Co	Rte	PPNO	Project	Total	2022 ITIP Total	22-23	23-24	24-25	25-26	26-27	RW	CON	PA&ED	PS&E	RW Sup	Con Sup	Notes
LAK	20	3204	Lucerne Complete Streets	2,804	2,804	2,804	0	0	0	0	0	0	2,804	0	0	0	Add new project.
TEH	36	3859	Mineral Multi-Path	4,130	4,130	650	0	960	2,520	0	150	1,470	650	840	120	900	Add new project.
NEV	49	4117	SR 49 Corridor Improvement	3,000	3,000	3,000	0	0	0	0	3,000	0	0	0	0	0	Add new project.
SAC	Capitol	9886	Sacramento to Roseville Third Track Service Expansion Phase 1	30,000	30,000	30,000	0	0	0	0	0	30,000	0	0	0	0	Add new project.
VEN	Pacific Surfliner	9887	Leedsdale Passing Siding Project	20,000	20,000	0	20,000	0	0	0	0	20,000	0	0	0	0	Add new project.
SJ	San Joaquin	9888	San Joaquin Street Station Layover Track	7,000	7,000	1,000	6,000	0	0	0	0	6,000	0	1,000	0	0	Add new project.
SON	SMART	9889	SMART Larkspur to Cloverdale - Phase 3: Windsor Extension with pathway	10,000	10,000	10,000	0	0	0	0	0	10,000	0	0	0	0	Add new project.
MON	Coast Starlight	9890	King City Platform & Multimodal Station – Phase One	7,500	7,500	0	0	7,500	0	0	0	7,500	0	0	0	0	Add new project.
RIV	CVR	9891	Coachella Valley Rail	10,000	10,000	0	10,000	0	0	0	0	0	10,000	0	0	0	Add new project.
SJ	San Joaquin	9892	Philips Siding Rehabilitation	6,509	6,509	6,509	0	0	0	0	0	6,509	0	0	0	0	Add new project.
SJ	San Joaquin	9893	Elk Grove to Philips Siding Rail Operational and Capacity Improvements	7,794	7,794	1,948	5,846	0	0	0	0	0	1,948	5,846	0	0	Add new project.
				108,737	108,737	55,911	41,846	8,460	2,520	0	3,150	81,479	15,402	7,686	120	900	

Table D: Final Expenditures for Completed Project Components

No projects to be reported.

Appendix B – Project Programming Requests

County	Route/Rail Corridor	PPNO	Project	Page
LAK	29	3121	Lake 29 Expressway - Segment 2B	44
LAK	29	3122	Lake 29 Expressway - Segment 2A	51
VAR	Capitol/Coast	2194A	Coast Subdivision Positive Train Control Implementation Project	58
MON	156	0057C	Route 156 West Corridor	65
SLO	Pacific Surfliner	2195	Central Coast Layover Facility Expansion	74
SLO	46	0226J	Cholame	82
SLO	46	0226K	Route 46/41 Wye	88
SLO	46	0226L	SR 46 Expressway Conversion - Antelope Grade Segment	95
FRE	41	6705	Excelsior Expressway	102
KER	14	8042B	Freeman Gulch Widening - Segment 2	110
MAD	99	6297	South Madera 6 Lane	119
TUL	99	6369	Tulare City Widening	129
LA	Pacific Surfliner	2002A	Rosecrans / Marquardt Grade Separation	137
LA	Pacific Surfliner	9882	Link Union Station Phase A Component of the SCORE Program-Main Construction Contract	145
MER	99	0161B	Livingston Widening Southbound	155
VAR	San Joaquin	2065R	Mini-High Platform Improvements	162
STA	San Joaquin	2191	San Joaquin Corridor 2nd Platforms at Modesto and Turlock-Denair	169
ORA	5	2833C	Interstate 5 (I-5) Managed Lanes	174
SD	Pacific Surfliner	2190	San Onofre to Pulgas Double Track Phase 2	182
LAK	20	3204	Lucerne Complete Streets	190
TEH	36	3859	Mineral Multi-Path	196
NEV	49	4117	SR 49 Corridor Improvement	202
SAC	Capitol	9886	Sacramento to Roseville Third Track Service Expansion Phase 1	211
VEN	Pacific Surfliner	9887	Leesdale Passing Siding Project	220
SJ	San Joaquin	9888	San Joaquin Street Station Layover Track	225
SON	SMART	9889	SMART Larkspur to Cloverdale - Phase 3: Windsor Extension with pathway	230
MON	Coast Starlight	9890	King City Platform & Multimodal Station – Phase One	237
RIV	CVR	9891	Coachella Valley Rail	244
SJ	San Joaquin	9892	Philips Siding Rehabilitation	251
SJ	San Joaquin	9893	Elk Grove to Philips Siding Rail Operational and Capacity Improvements	257

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	08/18/2021 11:02:42
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		
01	29831	0118000079	3121	Caltrans District 1		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Lake	29	26.100	29.100	Lake County/City Area Planning Council		
				MPO	Element	
				NON-MPO	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
JEFF PIMENTEL			707-834-9529	jeffrey.pimentel@dot.ca.gov		

Project Title

Lake 29 Expressway - Segment 2B

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

In Lake County near Kelseyville on Lake 29 Expressway. Construct Segment 2B, an approximately 3.0 mile portion of the 8-mile long, 4-lane Expressway Project.

Component	Implementing Agency
PA&ED	Caltrans District 1
PS&E	Caltrans District 1
Right of Way	Caltrans District 1
Construction	Caltrans District 1

Legislative Districts

Assembly:	1	Senate:	2	Congressional:	1
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		07/01/1998
Circulate Draft Environmental Document		
Document Type		
Draft Project Report		05/24/2016
End Environmental Phase (PA&ED Milestone)	11/30/2016	11/30/2016
Begin Design (PS&E) Phase	07/01/2018	07/01/2018
End Design Phase (Ready to List for Advertisement Milestone)	07/01/2020	04/15/2024
Begin Right of Way Phase		04/01/2022
End Right of Way Phase (Right of Way Certification Milestone)		04/01/2024
Begin Construction Phase (Contract Award Milestone)		09/20/2024
End Construction Phase (Construction Contract Acceptance Milestone)		12/01/2027
Begin Closeout Phase		12/01/2028
End Closeout Phase (Closeout Report)		09/01/2031

Date 08/18/2021 11:02:42

Purpose and Need

Route 29 is part of a system defined as the Rote 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.

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

Project Outputs

Category	Outputs	Unit	Total
Local streets and roads	New roadway lane-miles	Miles	5.38

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Additional Information

As a result of this project interregional traffic is expected to redirect onto the SR 20/29/53 Principal Arterial Route, which would minimize the interregional traffic through the "Main Street" communities. Redirecting interregional traffic away from the North Shore of Clear Lake will create opportunities for traffic calming and active transportation improvements on the North Shore (SR 20). It is anticipated with the construction of this project that increased non-motorized (pedestrians/cyclists) movements coupled with a reduction in motorized movements on SR 20 will occur due to the shift of interregional traffic to the South Shore of Clear Lake. The Lake County Area Planning Council has prepared multiple plans for these improvements along the North Shore. In 2021, the Lake County Area Planning Council will kick off a traffic study to quantify and support the Sustainable Community Strategy Goals/Benefits of this project. The study is expected to be completed in 2022.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
01	Lake	29	29831	0118000079	3121

Project Title
 Lake 29 Expressway - Segment 2B

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)									Caltrans District 1
PS&E	6,000							6,000	Caltrans District 1
R/W SUP (CT)				2,000				2,000	Caltrans District 1
CON SUP (CT)				9,000				9,000	Caltrans District 1
R/W				12,000				12,000	Caltrans District 1
CON				65,000				65,000	Caltrans District 1
TOTAL	6,000			88,000				94,000	

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)									
PS&E	6,000							6,000	
R/W SUP (CT)				2,000				2,000	
CON SUP (CT)				9,000				9,000	
R/W				31,000				31,000	
CON				85,000				85,000	
TOTAL	6,000			127,000				133,000	

Fund #1:	RIP - National Hwy System (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)									Lake County/City Area Planning Cou
PS&E	900							900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	900							900	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E	900							900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	900							900	

Fund #2:	IIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E	5,100							5,100	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	5,100							5,100	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E	5,100							5,100	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	5,100							5,100	
Fund #3:	Future Need - Future Funds (Uncommitted)								
Existing Funding (\$1,000s)									FUTURE
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)				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	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)				2,000				2,000	
CON SUP (CT)				9,000				9,000	
R/W				31,000				31,000	
CON				85,000				85,000	
TOTAL				127,000				127,000	

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District	County	Route	EA	Project ID	PPNO
01	Lake	29	29831	0118000079	3121

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	08/18/2021 10:59:58
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		
01	29841	0118000078	3122	Caltrans District 1		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Lake	29	23.600	26.900	Lake County/City Area Planning Council		
				MPO	Element	
				NON-MPO	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
JEFF PIMENTEL			707-834-9529	jeffrey.pimentel@dot.ca.gov		

Project Title

Lake 29 Expressway - Segment 2A

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

In Lake County near Kelseyville on Lake 29 Expressway. Construct Segment 2A, an approximately 3.3 mile portion of the 8-mile long, 4-lane Expressway Project.

Component	Implementing Agency
PA&ED	Caltrans District 1
PS&E	Caltrans District 1
Right of Way	Caltrans District 1
Construction	Caltrans District 1

Legislative Districts

Assembly:	1	Senate:	2	Congressional:	1
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		07/01/1998
Circulate Draft Environmental Document		
Document Type		
Draft Project Report		05/24/2016
End Environmental Phase (PA&ED Milestone)	11/30/2016	11/30/2016
Begin Design (PS&E) Phase	07/01/2018	07/01/2018
End Design Phase (Ready to List for Advertisement Milestone)	01/01/2020	04/15/2024
Begin Right of Way Phase		04/01/2022
End Right of Way Phase (Right of Way Certification Milestone)		04/01/2024
Begin Construction Phase (Contract Award Milestone)		09/20/2024
End Construction Phase (Construction Contract Acceptance Milestone)		12/01/2027
Begin Closeout Phase		12/01/2028
End Closeout Phase (Closeout Report)		09/01/2031

Date 08/18/2021 10:59:58

Purpose and Need

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

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

Project Outputs

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

Additional Information

As a result of this project interregional traffic is expected to redirect onto the SR 20/29/53 Principal Arterial Route, which would minimize the interregional traffic through the "Main Street" communities. Redirecting interregional traffic away from the North Shore of Clear Lake will create opportunities for traffic calming and active transportation improvements on the North Shore (SR 20). It is anticipated with the construction of this project that increased non-motorized (pedestrians/cyclists) movements coupled with a reduction in motorized movements on SR 20 will occur due to the shift of interregional traffic to the South Shore of Clear Lake. The Lake County Area Planning Council has prepared multiple plans for these improvements along the North Shore. In 2021, the Lake County Area Planning Council will kick off a traffic study to quantify and support the Sustainable Community Strategy Goals/Benefits of this project. The study is expected to be completed in 2022.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

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

Project Title
 Lake 29 Expressway - Segment 2A

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)									Caltrans District 1
PS&E	6,000							6,000	Caltrans District 1
R/W SUP (CT)				2,000				2,000	Caltrans District 1
CON SUP (CT)				9,000				9,000	Caltrans District 1
R/W				12,000				12,000	Caltrans District 1
CON				65,000				65,000	Caltrans District 1
TOTAL	6,000			88,000				94,000	

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)									
PS&E	6,000							6,000	
R/W SUP (CT)				2,000				2,000	
CON SUP (CT)				9,000				9,000	
R/W				15,000				15,000	
CON				65,000				65,000	
TOTAL	6,000			91,000				97,000	

Fund #1:	RIP - National Hwy System (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)									Lake County/City Area Planning Cou
PS&E	900							900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	900							900	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E	900							900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	900							900	

Fund #2:	IIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E	5,100							5,100	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	5,100							5,100	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	5,100							5,100	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	5,100							5,100	
Fund #3:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	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)				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	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)				2,000				2,000	
CON SUP (CT)				9,000				9,000	
R/W				15,000				15,000	
CON				65,000				65,000	
TOTAL				91,000				91,000	

Complete this page for amendments only

Date 08/18/2021 10:59:58

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

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	10/12/2021 13:42:41
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input checked="" type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
75			2194A	Caltrans HQ	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
VAR					
			MPO	Element	
			NON-MPO	Rail	
Project Manager/Contact			Phone	Email Address	
Betty Miller			916-654-5739	Betty.L.Miller@dot.ca.gov	

Project Title

Coast Subdivision Positive Train Control Implementation Project

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

On the Union Pacific Railroad (UPRR) Coast Subdivision between Oakland & Newark (Milepost (MP) 13.5 to MP 31; Gilroy and N. Salinas (MP 77.03 to MP 113.3); and Salinas and San Luis Obispo (MP 114.9 to MP 248.44). Project traverses Alameda, Monterey, San Benito, San Luis Obispo, Santa Clara, and Santa Cruz Counties. Proposed project will entail design and installation of wayside signal systems at existing control points and intermediate signal locations. Construction work will include design and installation of PTC equipment, including radio and network elements at each control point and at intermediate signal locations. Costs include UPRR telecommunications installation and operation. Work will also include PTC radio frequency studies and licensing for each location.

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

Legislative Districts

Assembly:	18,35,20,25,29,30	Senate:	17,9,10,12	Congressional:	17,19,20,24,11,15
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Project Milestone	Existing	Proposed
Project Study Report Approved	02/25/2021	
Begin Environmental (PA&ED) Phase		09/01/2018
Circulate Draft Environmental Document	Document Type CE	
Draft Project Report		03/31/2022
End Environmental Phase (PA&ED Milestone)	12/01/2018	03/31/2022
Begin Design (PS&E) Phase		06/30/2022
End Design Phase (Ready to List for Advertisement Milestone)		12/30/2025
Begin Right of Way Phase		06/30/2022
End Right of Way Phase (Right of Way Certification Milestone)		12/30/2025
Begin Construction Phase (Contract Award Milestone)	07/01/2019	06/30/2022
End Construction Phase (Construction Contract Acceptance Milestone)	12/31/2021	12/30/2025
Begin Closeout Phase	01/01/2022	12/31/2025
End Closeout Phase (Closeout Report)	06/30/2022	06/30/2026

Date 10/12/2021 13:42:41

Purpose and Need

This project helps meet federal regulations to implement PTC if passenger rail service is increased in the project area. PTC facilities are needed to provide a safety overlay along the tracks designed to reduce the potential for train accidents by preventing track authority and speed limit violations through real time positive control of the trains.

In the near term, this project will improve long distance intercity passenger rail (Coast Starlight and state supported services connecting the central coast), commuter rail (Transit Agency of Monterrey County), and freight/goods movement. In the long term, this improvement will be in place to support the service and ridership objectives of the Capitol Corridor Joint Powers Authority.

The project is modernizing track with the installation of a new signal system over 3 segments, equaling 187 miles of track. The project does not fund track rehabilitation and focuses only on the installation of PTC.

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

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Miles of rehabilitated track	Miles	187

Date 10/12/2021 13:42:41

Additional Information

Project Milestones Section:

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

Category and Outputs Section:

187 miles of track are reported to be rehabilitated in the Category and Outputs Section. This project does not fund complete track rehabilitation. The work will only focus on installing PTC for the 187 miles of track. The Category and Outputs section does not have an appropriate drop-down option for describing the outputs of PTC implementation, so we have selected the 'Track Rehabilitation' output as the closest match.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	0	3	-3
	Optional	Accident Cost Savings	Dollars	28,591,340	28,800,000	-208,660

District	County	Route	EA	Project ID	PPNO
75	VAR				2194A

Project Title
 Coast Subdivision Positive Train Control Implementation Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Caltrans HQ
PS&E									Caltrans HQ
R/W SUP (CT)									Caltrans HQ
CON SUP (CT)									Caltrans HQ
R/W									Caltrans HQ
CON	12,955		15,637					28,592	Caltrans HQ
TOTAL	12,955		15,637					28,592	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			33,211					33,211	
TOTAL			33,211					33,211	

Fund #1:	Federal Disc. - Earmark Repurposing (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.400.300
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	11,340							11,340	
TOTAL	11,340							11,340	

Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									30.20.725.000
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			11,340					11,340	
TOTAL			11,340					11,340	

Fund #2:	IIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			15,637					15,637	
TOTAL			15,637					15,637	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									30.20.020.720
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
Fund #3:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code
Existing Funding (\$1,000s)									30.20.020.000
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,615							1,615	
TOTAL	1,615							1,615	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									30.20.301.100
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,615					1,615	
TOTAL			1,615					1,615	
Proposed Funding (\$1,000s)									

Fund #4:	Other Fed - Amtrak State Support Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	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)									Amtrak State Support Funds to be voted by Amtrak Board by October, 2021. Funding agency is National Railroad Passenger Corporation (Amtrak). 30.20.725.000
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			4,619					4,619	
TOTAL			4,619					4,619	
Fund #5:	IIP - Public Transportation Account (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Rail Reserve. 30.20.020.720
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			15,637					15,637	
TOTAL			15,637					15,637	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	08/24/2021 10:54:08
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
05	31600	0500000497	0057C	Caltrans District 5	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Monterey	156	R 1.300	T 5.200	Transportation Agency for Monterey County	
Monterey	101	94.600	96.800	MPO	Element
			AMBAG	Capital Outlay	
Project Manager/Contact			Phone	Email Address	
Mike Lew			805-549-3227	mike.lew@dot.ca.gov	

Project Title

Route 156 West Corridor

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

On Route 156 near the City of Castroville from west of Castroville BLVD to the route 101/156 Separation and on Route 101 from 0.1 mile north of Pesante Road to 0.2 mile north of Messik Road.

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

Legislative Districts

Assembly:	27,28	Senate:	12,15	Congressional:	17
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	07/01/2005	07/01/2005
Circulate Draft Environmental Document Document Type EIR/EIS	06/23/2009	06/23/2009
Draft Project Report	06/23/2009	06/23/2009
End Environmental Phase (PA&ED Milestone)	07/01/2022	07/01/2024
Begin Design (PS&E) Phase	07/01/2022	07/01/2024
End Design Phase (Ready to List for Advertisement Milestone)	10/02/2026	09/28/2028
Begin Right of Way Phase	10/25/2022	10/25/2024
End Right of Way Phase (Right of Way Certification Milestone)	07/02/2026	07/03/2028
Begin Construction Phase (Contract Award Milestone)	04/07/2027	03/30/2029
End Construction Phase (Construction Contract Acceptance Milestone)	04/21/2031	04/14/2033
Begin Closeout Phase	04/21/2031	04/14/2033
End Closeout Phase (Closeout Report)	04/26/2033	03/28/2035

Date 08/24/2021 10:54:08

Purpose and Need

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 corridors role as a major interregional connector and improve local road access.

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

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Roadway lane miles	Miles	4

Additional Information

The travel time reduction shown in the Performance Indicators relates to the Castroville Boulevard Interchange segment of this project.

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	509	3,905	-3,396

District	County	Route	EA	Project ID	PPNO
05	Monterey, Monterey	156, 101	31600	0500000497	0057C
Project Title					
Route 156 West Corridor					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	13,294							13,294	Caltrans District 5
PS&E									Caltrans District 5
R/W SUP (CT)									Caltrans District 5
CON SUP (CT)									Caltrans District 5
R/W									Caltrans District 5
CON									Caltrans District 5
TOTAL	13,294							13,294	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	13,294							13,294	
PS&E				8,000			24,500	32,500	
R/W SUP (CT)				3,000			10,500	13,500	
CON SUP (CT)						10,000	25,000	35,000	
R/W						40,000	115,000	155,000	
CON						70,000	150,000	220,000	
TOTAL	13,294			11,000		120,000	325,000	469,294	

Fund #1:	IIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	7,700							7,700	Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	7,700							7,700	

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	7,700							7,700	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	7,700							7,700	

Fund #2:	Federal Disc. - Interstate Maintenance (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.400.300
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	431							431	Federal Highway Administration
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	431							431	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	431							431	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	431							431	
Fund #3:	Demo - High Priority Projects Program (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.680
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	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 #4:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 5
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									Segment 2
PS&E				8,000				8,000	
R/W SUP (CT)				3,000				3,000	
CON SUP (CT)						10,000		10,000	
R/W						40,000		40,000	
CON						70,000		70,000	
TOTAL				11,000		120,000		131,000	
Fund #5:	RIP - National Hwy System (Committed)								
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	1,600							1,600	Transportation Agency for Monterey
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,600							1,600	
Proposed Funding (\$1,000s)									
E&P (PA&ED)	1,600							1,600	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,600							1,600	

Fund #6:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 5
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									Segment 3
PS&E							24,500	24,500	
R/W SUP (CT)							10,500	10,500	
CON SUP (CT)							25,000	25,000	
R/W							115,000	115,000	
CON							150,000	150,000	
TOTAL							325,000	325,000	

Complete this page for amendments only

Date 08/24/2021 10:54:08

District	County	Route	EA	Project ID	PPNO
05	Monterey, Monterey	156, 101	31600	0500000497	0057C

SECTION 1 - All Projects

Project Background

No change.

Programming Change Requested

Reason for Proposed Change

No change.

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

No change.

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	10/12/2021 14:11:20
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
75		0019000084	2195	Caltrans HQ	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Luis Obispo					
				MPO	Element
				SLOCOG	Rail
Project Manager/Contact			Phone	Email Address	
Phillip Hoebeke			916-654-5739	phillip.hoebeke@dot.ca.gov	

Project Title

Central Coast Layover Facility Expansion

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

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.

Component	Implementing Agency
PA&ED	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (
PS&E	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (
Right of Way	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (
Construction	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (

Legislative Districts

Assembly:	17	Senate:	35	Congressional:	24
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	08/01/2018	01/01/2019
Circulate Draft Environmental Document Document Type EIR		06/01/2021
Draft Project Report		06/01/2021
End Environmental Phase (PA&ED Milestone)	01/01/2021	08/01/2021
Begin Design (PS&E) Phase	01/01/2021	09/01/2021
End Design Phase (Ready to List for Advertisement Milestone)	01/01/2022	08/31/2022
Begin Right of Way Phase		01/01/2022
End Right of Way Phase (Right of Way Certification Milestone)		08/01/2022
Begin Construction Phase (Contract Award Milestone)	01/01/2022	01/01/2023
End Construction Phase (Construction Contract Acceptance Milestone)	01/01/2025	06/30/2024
Begin Closeout Phase		07/01/2024
End Closeout Phase (Closeout Report)		12/31/2024

Date 10/12/2021 14:11:20

Purpose and Need

Purpose and Needs:
 The proposed project is needed to increase the frequency of trains that can run on the UPRR Coast Subdivision and to enable trains to layover at the northern terminus of the Pacific Surfliner service, in San Luis Obispo, to originate more morning frequencies. The layover facility will allow for improved efficiency of Surfliner operations and allow for service growth on the corridor.
 The existing single track layover facility is located directly across from the San Luis Obispo Amtrak station, which is located at 1011 Railroad Avenue on the Union Pacific Railroad (UPRR) Coast Subdivision approximately 189 miles north of Los Angeles Union Station. The 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.
 The project includes three phases. 1) Project Approval & Environmental Documents (PA&ED) including conducting California Environmental Quality Act (CEQA) and if applicable, National Environmental Policy Act (NEPA) environmental reviews, 2) preparation of Plan, Specifications & Estimates (PS&E), and 3) Construction of three thousand feet (.57 mile) of additional layover track or rehabilitate 1,000 feet of track and construct 2,000 feet of track depending on the outcome of the environmental studies.

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

Category	Outputs	Unit	Total
Intercity Rail/Mass Trans	Miles of new track	Miles	0.57
Rail/ Multi-Modal	Station improvements	EA	1

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Reliability	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	96	85	11

District	County	Route	EA	Project ID	PPNO
75	San Luis Obispo			0019000084	2195
Project Title Central Coast Layover Facility Expansion					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	3,600							3,600	Los Angeles-San Diego-San Luis Ob
PS&E	1,000							1,000	Los Angeles-San Diego-San Luis Ob
R/W SUP (CT)									Los Angeles-San Diego-San Luis Ob
CON SUP (CT)									Los Angeles-San Diego-San Luis Ob
R/W									Los Angeles-San Diego-San Luis Ob
CON	8,000							8,000	Los Angeles-San Diego-San Luis Ob
TOTAL	12,600							12,600	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	3,600							3,600	
PS&E	1,000							1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	8,000	3,400	10,304					21,704	
TOTAL	12,600	3,400	10,304					26,304	

Fund #1:	IIP - Public Transportation Account (Committed)								Program Code
Existing Funding (\$1,000s)									30.20.020.720
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	3,500							3,500	Caltrans HQ
PS&E	1,000							1,000	\$3500 PAED voted 10/17/18 \$1000 PSE EXT. TO 12/31/22
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	8,000							8,000	
TOTAL	12,500							12,500	

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
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	12,500							12,500	

Fund #2:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.400.100
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	100							100	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	100							100	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	100							100	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	100							100	
Fund #3:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									CalSTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			10,304					10,304	
TOTAL			10,304					10,304	

Fund #4:	State Bond - Intercity rail improvements (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		3,400						3,400	
TOTAL		3,400						3,400	

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Date 10/12/2021 14:11:20

District	County	Route	EA	Project ID	PPNO
75	San Luis Obispo			0019000084	2195

SECTION 1 - All Projects

Project Background

Project delayed due Environmental Documentation required because out of ROW.

Programming Change Requested

Reason for Proposed Change

Add TIRCP and 1B - IRI funds

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

N/A

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	08/18/2021 17:41:06
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		
05	3307A	0514000027	0226J	Caltrans District 5		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
San Luis Obispo	46	49.700	54.600			
				MPO	Element	
				SLOCOG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
David Rasmussen			805-835-6328	david.rasmussen@dot.ca.gov		

Project Title

SR 46 Expressway Conversion - Cholame Segment

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 District 5
PS&E	Caltrans District 5
Right of Way	Caltrans District 5
Construction	Caltrans District 5

Legislative Districts

Assembly:	33	Senate:	15	Congressional:	24
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		01/07/2004
Circulate Draft Environmental Document Document Type EIR/FONSI		
Draft Project Report		10/25/2005
End Environmental Phase (PA&ED Milestone)	05/09/2006	05/09/2006
Begin Design (PS&E) Phase	02/03/2015	02/03/2015
End Design Phase (Ready to List for Advertisement Milestone)	04/21/2021	06/30/2021
Begin Right of Way Phase	07/01/2015	07/01/2015
End Right of Way Phase (Right of Way Certification Milestone)	04/07/2021	06/30/2021
Begin Construction Phase (Contract Award Milestone)	12/10/2021	12/10/2021
End Construction Phase (Construction Contract Acceptance Milestone)	08/01/2024	08/01/2024
Begin Closeout Phase	07/01/2025	07/01/2025
End Closeout Phase (Closeout Report)	07/01/2028	07/01/2028

Date 08/18/2021 17:41:06

Purpose and Need

Project Benefits:
 -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.
 -Improve mobility and system efficiency for emergency responders.

Purpose and Needs:
 Heavy trucks and RVs 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 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 and Route 101. Additionally, District 6 has programmed Route 46 widening in the western side of Kern County.

Outputs/Outcomes:
 SHRC New roadway lane-miles miles 9.8
 NHS Improvements YES NO Roadway Class 1 Reversible Lane Analysis YES NO
 Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Local streets and roads	New roadway lane-miles	Miles	9.8

Date 08/18/2021 17:41:06

Additional Information

The construction capital amount reflects a current engineer's estimate. As a CMGC project, the agreed to price will be reached in September 2021.

Bike/Ped is checked

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
05	San Luis Obispo	46	3307A	0514000027	0226J

Project Title

SR 46 Expressway Conversion - Cholame Segment

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)									Caltrans District 5
PS&E	13,900							13,900	Caltrans District 5
R/W SUP (CT)	2,700							2,700	Caltrans District 5
CON SUP (CT)	11,221							11,221	Caltrans District 5
R/W	14,000							14,000	Caltrans District 5
CON	82,734							82,734	Caltrans District 5
TOTAL	124,555							124,555	

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	13,900							13,900	
R/W SUP (CT)	2,700							2,700	
CON SUP (CT)	11,221							11,221	
R/W	14,000							14,000	
CON	85,981							85,981	
TOTAL	127,802							127,802	

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

Existing Funding (\$1,000s) 20.XX.025.700

Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E	13,900							13,900	\$82734 CON EXT. TO 03/31/22
R/W SUP (CT)	2,700							2,700	
CON SUP (CT)	11,221							11,221	
R/W	14,000							14,000	
CON	82,734							82,734	
TOTAL	124,555							124,555	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	13,900							13,900	
R/W SUP (CT)	2,700							2,700	
CON SUP (CT)	11,221							11,221	
R/W	14,000							14,000	
CON	85,981							85,981	
TOTAL	127,802							127,802	

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Date 08/18/2021 17:41:06

District	County	Route	EA	Project ID	PPNO
05	San Luis Obispo	46	3307A	0514000027	0226J

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

Reason for Proposed Change

N/A

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

N/A

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	08/18/2021 17:40:19	
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			
05	3307C	0514000028	0226K	Caltrans District 5			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
San Luis Obispo	46	54.100	57.800				
				MPO	Element		
				SLOCOG	Capital Outlay		
Project Manager/Contact			Phone	Email Address			
David Rasmussen			805-835-6328	david.rasmussen@dot.ca.gov			

Project Title

SR 46 Expressway Conversion - Wye Segment

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

Near Cholame, from 0.7 miles west of Davis Road to 0.5 miles west of Antelope Road. Convert to a 4 lane expressway.

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

Legislative Districts

Assembly:	33	Senate:	15	Congressional:	24
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		01/07/2004
Circulate Draft Environmental Document	Document Type EIR/FONSI	
Draft Project Report		10/25/2005
End Environmental Phase (PA&ED Milestone)	05/09/2006	05/09/2006
Begin Design (PS&E) Phase	08/01/2018	08/01/2018
End Design Phase (Ready to List for Advertisement Milestone)	04/07/2022	04/07/2022
Begin Right of Way Phase	10/01/2019	10/01/2019
End Right of Way Phase (Right of Way Certification Milestone)	03/23/2022	03/23/2022
Begin Construction Phase (Contract Award Milestone)	10/26/2022	10/26/2022
End Construction Phase (Construction Contract Acceptance Milestone)	07/28/2025	07/28/2025
Begin Closeout Phase	05/28/2027	05/28/2027
End Closeout Phase (Closeout Report)	07/27/2027	07/27/2027

Date 08/18/2021 17:40:19

Purpose and Need

Purpose and Need:

Heavy trucks and RVs 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. The construction of this segment will include an interchange at the intersection of Hwy 46/41, thereby eliminating the existing at-grade intersection. 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 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 and Route 101. Additionally, District 6 has programmed Route 46 widening in the western side of Kern County.

Outputs/Outcomes:

SHRC New roadway lane-miles miles 7.4

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 type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
Local streets and roads	New roadway lane-miles	Miles	7.4

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
05	San Luis Obispo	46	3307C	0514000028	0226K

Project Title
 SR 46 Expressway Conversion - Wye Segment

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)									Caltrans District 5
PS&E	13,200							13,200	Caltrans District 5
R/W SUP (CT)	2,400							2,400	Caltrans District 5
CON SUP (CT)		13,400						13,400	Caltrans District 5
R/W	19,400							19,400	Caltrans District 5
CON		97,800						97,800	Caltrans District 5
TOTAL	35,000	111,200						146,200	

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	13,200							13,200	
R/W SUP (CT)	2,400							2,400	
CON SUP (CT)		13,400						13,400	
R/W	19,400							19,400	
CON		104,572						104,572	
TOTAL	35,000	117,972						152,972	

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

Existing Funding (\$1,000s) 20.XX.025.700

Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E	13,200							13,200	
R/W SUP (CT)	2,400							2,400	
CON SUP (CT)		13,400						13,400	
R/W	19,400							19,400	
CON		95,300						95,300	
TOTAL	35,000	108,700						143,700	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	13,200							13,200	
R/W SUP (CT)	2,400							2,400	
CON SUP (CT)		13,400						13,400	
R/W	19,400							19,400	
CON		102,072						102,072	
TOTAL	35,000	115,472						150,472	

Fund #2:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
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									
TOTAL									

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

Fund #3:	RIP - State Cash (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)									San Luis Obispo Council of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,500						2,500	
TOTAL		2,500						2,500	

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

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Date 08/18/2021 17:40:19

District	County	Route	EA	Project ID	PPNO
05	San Luis Obispo	46	3307C	0514000028	0226K

SECTION 1 - All Projects

Project Background

No changes

Programming Change Requested

None proposed

Reason for Proposed Change

N/A

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

N/A

Other Significant Information

N/A

SECTION 2 - For SB1 Project Only

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

N/A

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	08/18/2021 17:43:53
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
05	3307E	0518000075	0226L	Caltrans District 5	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Luis Obispo	46	57.300	60.800		
VAR	46			MPO	Element
				SLOCOG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
David Rasmussen			805-835-6328	david.rasmussen@dot.ca.gov	

Project Title

SR 46 Expressway Conversion - Antelope Grade Segment

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

On State Route 46, in San Luis Obispo County near Cholame from east of State Route 46/41 Intersection east to Kern County Line.

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

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

Legislative Districts

Assembly:	33	Senate:	15	Congressional:	24
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Project Milestone	Existing	Proposed
Project Study Report Approved	06/16/2000	
Begin Environmental (PA&ED) Phase		07/02/2003
Circulate Draft Environmental Document Document Type (ND/MND)/FONSI		01/30/2005
Draft Project Report		01/30/2005
End Environmental Phase (PA&ED Milestone)		06/29/2005
Begin Design (PS&E) Phase		08/01/2018
End Design Phase (Ready to List for Advertisement Milestone)		06/07/2023
Begin Right of Way Phase		06/01/2022
End Right of Way Phase (Right of Way Certification Milestone)		06/05/2023
Begin Construction Phase (Contract Award Milestone)		01/12/2024
End Construction Phase (Construction Contract Acceptance Milestone)		12/18/2026
Begin Closeout Phase		12/18/2026
End Closeout Phase (Closeout Report)		12/13/2028

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Purpose and Need

Purpose: To reduce congestion, enhance safety, reduce driver frustration, provide safe-passing opportunities, facilitate efficient goods movement and enhance mobility for major east/west travel from the Central Coast and US 101 to the San Joaquin Valley and Interstate 5.

Need: This portion of SR 46 traverses rolling to mountainous terrain and includes sustained grades up to 6%. Heavy trucks and recreational vehicles comprise 20 percent of the traffic volume within the project limits. The limited opportunities in this segment to safely pass slower moving trucks or recreational vehicles contribute to driver frustration.

Based on current traffic volumes, the current facility within the project limits exceeds capacity. The projected volumes of traffic, most notably the number of trucks and recreational vehicles traveling the route, are higher than optimum levels recommended for a two-lane conventional highway. In addition, this roadway experiences even greater congestion on weekends when travel demand is the greatest. By providing additional lanes, the proposed project would reduce traffic congestion by improving the capacity of this heavily traveled east-west corridor.

The added lane in each direction would help to eliminate the traffic conflicts associated with vehicular movements on the existing two-lane conventional highway. Generally, four-lane facilities have fewer accidents per mile than two-lane conventional highways.

Lastly, the purpose of this four-lane expressway is to provide route continuity. Four project segments to the west of this project are completed with two more in design. All of these projects will improve SR 46 to a four-lane expressway and provide route continuity from US 101 to Interstate 5.

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

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Roadway lane miles	Miles	7.8

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Additional Information

The project achieved PA&ED under the parent project and identified the preferred alternative as the "Build Alternative". As preliminary designs progressed, a new alignment was determined to be a better alignment than the one that was studied under the parent project's environmental document. This required a supplemental document to be prepared along with the supplemental project report. Both of those will be available for review by the CTC when we submit our Future Consideration of Funds at the time of our TCEP funds allocation for R/W.

A Supplemental Environmental Document is in process and is anticipated in March 2022.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	523	1,360	-837
	TCEP	Daily Truck Trips	# of Trips	2,556	2,556	0
	TCEP	Daily Truck Miles Traveled	Miles	9,968	9,968	0
Throughput	TCEP	Change in Truck Volume That Can Be Accommodated	# of Trucks	761,025	585,460	175,565
	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	1.11	1.28	-0.17
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	523	1,360	-837
Velocity	TCEP	Travel Time or Total Cargo Transport Time	Hours	3.6	9.3	-5.7
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	14.6	14.6	0
			PM 10 Tons	58.4	58.4	0
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	119,377	141,540	-22,163
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	0	1	-1
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	124	212	-88
LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	58	168	-110	
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	0.73	1	-0.27
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	1.28	1.75	-0.47
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	2.21	3	-0.79
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	3.78	5.14	-1.36
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	1,114	0	1,114
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	0.4	0	0.4

District	County	Route	EA	Project ID	PPNO
05	San Luis Obispo, VAR	46, 46	3307E	0518000075	0226L

Project Title
 SR 46 Expressway Conversion - Antelope Grade Segment

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans District 5
PS&E									Caltrans District 5
R/W SUP (CT)									Caltrans District 5
CON SUP (CT)									Caltrans District 5
R/W									Caltrans District 5
CON									Caltrans District 5
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E	10,300							10,300	
R/W SUP (CT)	1,400							1,400	
CON SUP (CT)			11,900					11,900	
R/W	7,600							7,600	
CON			70,100					70,100	
TOTAL	19,300		82,000					101,300	

Fund #1:	Other Fed - Highway Infrastructure Program (HIP) (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									San Luis Obispo Council of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	1,270							1,270	
CON									
TOTAL	1,270							1,270	

Fund #2:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 5
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 #3:	IIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 5
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	10,300							10,300	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	10,300							10,300	

Fund #4:	RSTP - STP Local (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									San Luis Obispo Council of Governm
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	430							430	
CON									
TOTAL	430							430	

Fund #5:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Includes \$7.3 million from the State share of the program.
PS&E									
R/W SUP (CT)	1,400							1,400	
CON SUP (CT)									
R/W	5,900							5,900	
CON									
TOTAL	7,300							7,300	

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	09/07/2021 12:55:51
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		
06	0S370	0614000130	6705	Caltrans District 6		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Kings	41	R 48.000	R 48.300	Fresno County Transportation Authority, Fresno Council of G		
Fresno	41	R 0.000	R 7.100	MPO	Element	
				FCOG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Chris Gardner			559-978-1888	chris.gardner@dot.ca.gov		

Project Title

Excelsior Expressway

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

In Fresno and Kings County about 6 miles north of Lemoore, from 0.3 mile north of Excelsior Avenue Undercrossing to 1.0 mile north of Elkhorn Avenue. Widen from 2-lane conventional highway to 4-lane expressway.

Component	Implementing Agency
PA&ED	Caltrans District 6
PS&E	Caltrans District 6
Right of Way	Caltrans District 6
Construction	Caltrans District 6

Legislative Districts

Assembly:	32,31	Senate:	12,14	Congressional:	21
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		10/01/2001
Circulate Draft Environmental Document	Document Type (ND/MND)/FONSI	
Draft Project Report		02/01/2005
End Environmental Phase (PA&ED Milestone)	06/14/2005	06/14/2005
Begin Design (PS&E) Phase	07/01/2018	07/01/2018
End Design Phase (Ready to List for Advertisement Milestone)	01/01/2022	06/03/2024
Begin Right of Way Phase	07/01/2018	07/01/2018
End Right of Way Phase (Right of Way Certification Milestone)	01/01/2022	05/01/2024
Begin Construction Phase (Contract Award Milestone)	07/01/2022	11/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)	07/01/2025	04/01/2027
Begin Closeout Phase	07/01/2025	07/01/2027
End Closeout Phase (Closeout Report)	07/01/2027	07/01/2029

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Purpose and Need

Improve traffic operations, safety and provide route continuity with the four-lane roads north and south of the project segment. This segment is a 6 mile gap within a 44-mile corridor of multi-lane expressway/freeway
 Need: Caltrans has identified traffic queues, fatal and injury collisions rates above average for similar facilities, and lack of passing opportunities as issues in the operation of this segment.

NHS Improvements YES NO Roadway Class 2 Reversible Lane Analysis YES NO
 Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
State Highway Road Construction	Mixed flow lane-miles constructed	Miles	24
Operational Improvement	Intersection / Signal improvements	EA	2
ADA Improvements	New curb ramp installed	EA	8
Pavement (lane-miles)	Mixed flow mainline constructed	Miles	24

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Additional Information

This project would upgrade approximately six miles of two-lane conventional highway to a divided four-lane expressway, completing a continuous 44-mile corridor.

SR 41 is an Interregional High Emphasis Focus Route corridor and is in the Caltrans Interregional Transportation Strategic Plan, part of the National Network of truck routes, and it is consistent with the California Freight Mobility Plan. This corridor provides access to the Lemoore Naval Air Station and provides connectivity to SR 99 which is on the Strategic Highway Network. The highway is vital to the economy of the San Joaquin Valley and used to support farms. This two-lane segment of SR 41 facilitates interregional travel between the Fresno metropolitan area and the Central California Coast and is an important agricultural goods to market route (i.e. cotton and grain activities). During the summer months, traffic volumes increase as a result of an increase in percentage of slower moving recreational vehicles. Currently, passing is prohibited within the six-mile stretch of the project limits which causes platooning of vehicles and lowers the operational characteristics of the route.

The project will improve operational efficiency of the regional movement of freight and goods, and local farm to market travel. It will increase connectivity of several economically under served and tribal communities. The project would provide greater travel time reliability, throughput, and velocity by breaking up platooning vehicles. The project is consistent with the Transportation Concept Report and the Fresno County Regional Transportation Plan. This project will provide for continuity (44-mile) of the SR 41 corridor, meet present and future goods movement traffic demands. The SR 41 corridor will also be utilized by travelers wishing to connect to the future California Highspeed Rail Kings/Tulare station. The SR 41 project benefits align with Caltrans strategic management plan by supporting safety, multi-modality, climate change, and addressing equity by improving quality of life in underserved and tribal communities. Oncoming traffic would be separated with a divided median which would improve safety. The project's improvements will bring the highway up to current design standards as well as sustainability which includes addressing area subsidence and potential climate adaptation issue, such as culverts susceptibility to riverine flooding. Complete Streets elements, such as, widening shoulders from 5 feet to 10 feet and intersection improvements that could benefit pedestrian and bicycle mobility will also be incorporated into the project. Additionally, environmental mitigation measures including designing safer passage for animals like the San Joaquin Kit Fox will be included. New electric vehicle infrastructure is being considered for incorporation into the project which would advance overall greenhouse gas reduction goals. Furthermore, the project was redesigned recently in a way to utilize existing pavement which results in less virgin material being used for construction.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
06	Kings, Fresno	41, 41	0S370	0614000130	6705
Project Title					
Excelsior Expressway					

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)									Caltrans District 6
PS&E	3,000							3,000	Caltrans District 6
R/W SUP (CT)	1,500							1,500	Caltrans District 6
CON SUP (CT)				7,000				7,000	Caltrans District 6
R/W	5,500							5,500	Caltrans District 6
CON				51,000				51,000	Caltrans District 6
TOTAL	10,000			58,000				68,000	

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)					7,600			7,600	
R/W	5,500							5,500	
CON					53,200			53,200	
TOTAL	10,000				60,800			70,800	

Fund #1:	IIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
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	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	3,000							3,000	
R/W SUP (CT)	1,500							1,500	
CON SUP (CT)					3,600			3,600	
R/W	3,500							3,500	
CON					19,400			19,400	
TOTAL	8,000				23,000			31,000	

Fund #2:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
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)				7,000				7,000	
R/W									
CON				51,000				51,000	
TOTAL				58,000				58,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Fund #3:	RIP - National Hwy System (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)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,000							2,000	
CON									
TOTAL	2,000							2,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					1,600			1,600	
R/W	2,000							2,000	
CON					8,400			8,400	
TOTAL	2,000				10,000			12,000	

Fund #4:	SHOPP - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 6
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									2022 SHOPP candidate PPNO 7064 for rehab of existing 2 lanes
PS&E									
R/W SUP (CT)									
CON SUP (CT)					2,400			2,400	
R/W									
CON					12,400			12,400	
TOTAL					14,800			14,800	
Fund #5:	Local Funds - Fresno County Measure C (Committed)								
Existing Funding (\$1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Fresno County Transportation Autho
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					13,000			13,000	
TOTAL					13,000			13,000	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					13,000			13,000	
TOTAL					13,000			13,000	

Complete this page for amendments only

Date 09/07/2021 12:55:51

District	County	Route	EA	Project ID	PPNO
06	Kings, Fresno	41, 41	0S370	0614000130	6705

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

Reason for Proposed Change

N/A

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

N/A

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	08/18/2021 12:15:12	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
06	45712	0612000197	8042B	Caltrans District 9			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Kern	14	53.000	58.300				
				MPO	Element		
				KCOG	Capital Outlay		
Project Manager/Contact			Phone	Email Address			
Jill Tognazzini			760-874-8308	jill.tognazzini@dot.ca.gov			

Project Title

Freeman Gulch Widening - Segment 2

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

Near Ridgecrest, from 4.8 miles south of Route 178 west to 0.5 mile north of Route 178 west. Convert from 2-lane conventional highway to 4-lane expressway.

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

Legislative Districts

Assembly:	34	Senate:	16	Congressional:	23
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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)	10/29/2007	10/29/2007
Begin Design (PS&E) Phase	07/01/2018	07/01/2022
End Design Phase (Ready to List for Advertisement Milestone)	07/01/2022	07/01/2026
Begin Right of Way Phase	07/01/2020	07/01/2024
End Right of Way Phase (Right of Way Certification Milestone)	07/01/2022	07/01/2026
Begin Construction Phase (Contract Award Milestone)	01/01/2023	01/01/2027
End Construction Phase (Construction Contract Acceptance Milestone)	07/01/2024	07/01/2028
Begin Closeout Phase	12/01/2024	12/01/2028
End Closeout Phase (Closeout Report)	12/01/2027	12/01/2031

Date 08/18/2021 12:15:12

Purpose and Need

The highway constitutes the principal 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 an Interregional High Emphasis Focus Route and is essential to the economic of the eastern Sierra region. It is consistent with the Transportation Concept Report, the Interregional Transportation Strategic Plan, and the Kern County Regional Transportation Plan.

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

Project Outputs			
Category	Outputs	Unit	Total
Operational Improvement	Shoulder widening	EA	28
Pavement (lane-miles)	Roadway lane miles	Miles	21.6
Drainage	Culverts	LF	3,500

Date 08/18/2021 12:15:12

Additional Information

Bike/Ped is checked

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	Optional	Accident Cost Savings	Dollars	103,872	4,866,240	-4,762,368

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

Project Title

Freeman Gulch Widening - Segment 2

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans HQ
PS&E	4,900							4,900	Caltrans HQ
R/W SUP (CT)					1,500			1,500	Caltrans HQ
CON SUP (CT)					8,530			8,530	Caltrans HQ
R/W					8,600			8,600	Caltrans HQ
CON					62,000			62,000	Caltrans HQ
TOTAL	4,900				80,630			85,530	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E	6,260							6,260	
R/W SUP (CT)		1,600						1,600	
CON SUP (CT)						10,200		10,200	
R/W		9,200						9,200	
CON						75,000		75,000	
TOTAL	6,260	10,800				85,200		102,260	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Inyo County Local Transportation Co
PS&E	360							360	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	360							360	

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #2:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Mono County Local Transportation C
PS&E	620							620	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	620							620	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	260							260	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	260							260	

Fund #3:	IIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E	1,960							1,960	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,960							1,960	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	1,481							1,481	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,481							1,481	

Fund #4:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)					1,500			1,500	
CON SUP (CT)					8,530			8,530	
R/W					8,600			8,600	
CON					62,000			62,000	
TOTAL					80,630			80,630	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	2,559							2,559	
R/W SUP (CT)		1,600						1,600	
CON SUP (CT)						10,200		10,200	
R/W		9,200						9,200	
CON						75,000		75,000	
TOTAL	2,559	10,800				85,200		98,559	
Fund #5:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E	1,960							1,960	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,960							1,960	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	1,960							1,960	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,960							1,960	

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Date 08/18/2021 12:15:12

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

SECTION 1 - All Projects

Project Background

The project will improve safety for 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 Sierras-Northern Nevada Strategic Interregional Corridor.

The highway constitutes the principal 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 an Interregional High Emphasis Focus Route and is essential to the economic of the eastern Sierra region. It is consistent with the Transportation Concept Report, the Interregional Transportation Strategic Plan, and the Kern County Regional Transportation Plan.

Programming Change Requested

NA this project will not move forward in this cycle due to lack of funding. The changes are to recognize escalation of previously proposed amounts.

Reason for Proposed Change

to document escalation.

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

NA

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	09/28/2021 15:22:21
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		
06	0H220	0612000158	6297	Caltrans District 6		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Madera	99	0.100	R 8.100	Madera County Transportation Commission		
				MPO	Element	
				MCTC	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Eric Karlson			559-246-7337	eric.karlson@dot.ca.gov		

Project Title

South Madera 6 Lane

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

In Madera County, from North of Fresno-Madera County line to South of Avenue 7 to North of Avenue 12. This project will improve goods movement and passenger travel along State Route 99 by median widening from 4 to 6 lanes. It will also upgrade drainage, construct drainage basins and median barrier, and increase vertical clearance at one structure.

Component	Implementing Agency
PA&ED	Caltrans District 6
PS&E	Caltrans District 6
Right of Way	Caltrans District 6
Construction	Caltrans District 6

Legislative Districts

Assembly:	5	Senate:	14	Congressional:	16
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	05/01/2019	05/01/2019
Circulate Draft Environmental Document	12/15/2020	12/15/2020
Draft Project Report	12/01/2020	12/01/2020
End Environmental Phase (PA&ED Milestone)	05/01/2021	05/01/2021
Begin Design (PS&E) Phase	07/01/2021	07/01/2021
End Design Phase (Ready to List for Advertisement Milestone)	08/01/2023	08/01/2023
Begin Right of Way Phase	07/01/2021	07/01/2021
End Right of Way Phase (Right of Way Certification Milestone)	06/30/2023	06/30/2023
Begin Construction Phase (Contract Award Milestone)	03/04/2024	02/02/2026
End Construction Phase (Construction Contract Acceptance Milestone)	07/01/2027	07/03/2028
Begin Closeout Phase	07/02/2027	07/17/2028
End Closeout Phase (Closeout Report)	07/02/2029	07/16/2029

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Purpose and Need

Widening of this section of SR 99 is needed to enhance freight mobility, preserve acceptable facility operation, improve safety, and reduce congestion. The proposed 6-lane freeway would improve the flow and travel-time reliability along this segment of SR 99 for current volumes of traffic and provide enough capacity to manage the projected increases to both passenger and freight vehicle volumes. The segment is already beginning to break down and operate at unacceptable levels. Adding capacity to SR 99 will allow the region time to plan and raise funds for alternate north/south roads connecting Madera and Fresno counties.

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

Project Outputs

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

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Additional Information

Some numbers in Performance Indicators and Measures data are shown as negative values for build scenario to reflect the benefit of the build alternative vs. no-build. For example, decrease in the Number of Serious Injuries is shown as -112 in the build column.

The post miles are different from the original application because the original limits from the Project Study Report/PDS did not consider stage construction and final striping of the already widened sections North and South of the project limits. The limits shown in the original application from 1.7 to 7.5 is the area to be constructed. However, this is a gap closure project and the final striping will need to include the limits from 0.1 to 8.1. It should be noted no additional work is being added to the project except striping.

The initial project cost in the early PA&ED phase were estimated low and were based on an ongoing construction contract 06-470904. The updated cost is based on an 11 page estimate and is in the signed project report.

There is also a change in the Project Outputs for the "Mixed flow lane miles constructed". In the original ePPR there was 12.0 miles and it has been revised to 11.6. Project 06-0V120_ is within the same limits of this project and is proposing to widen the structures at Cottonwood Creek.

There has also been a swap in funds from MCTC. MCTC using COVID STIP funds, which is subject to the STIP amendment.

The transportation impact analysis for this project was conducted before Caltrans had established guidance for such analyses, the "Transportation Analysis Framework" and "Transportation Analysis Under CEQA" (both September 2020). Due to the timing of the transportation impact analysis for this project relative to the establishment of a VMT assessment methodology, departmental guidance did not require work on this project to be reworked to follow that methodology. Therefore the methods and conclusions shown should be considered exploratory and not valid precedent for other analyses. An assessment conducted per the department's current process would likely produce different findings.

ADA is checked

Bike/Ped is checked

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	12,508	86,169	-73,661
	TCEP	Daily Truck Trips	# of Trips	26,407	26,407	0
	TCEP	Daily Truck Miles Traveled	Miles	153,158	153,158	0
Throughput	TCEP	Change in Truck Volume That Can Be Accommodated	# of Trucks	20,278	2,944	17,334
	TCEP	Change in Rail Volume That Can Be Accommodated	# of Trailers	5,794	841	4,953
			# of Containers	20,278	2,944	17,334
	TCEP	Change in Cargo Volume That Can Be Accommodated	# of Tons	115,873	16,820	99,053
# of Containers			20,278	2,944	17,334	
System Reliability	TCEP	Truck Travel Time Reliability Index	Index	1.13	2.56	-1.43
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	11,408	27,854	-16,446
Velocity	TCEP	Travel Time or Total Cargo Transport Time	Hours	0	0	0
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	-6	0	-6
			PM 10 Tons	-7	0	-7
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	-13,364	0	-13,364
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	-40	0	-40
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	-413	0	-413
LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	-753	0	-753	
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	-2	0	-2
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.013	0.019	-0.006
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	-112	0	-112
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	0.34	0.338	0.002
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	1,199	0	1,199
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	5.2	0	5.2

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

Project Title
 South Madera 6 Lane

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)	3,413							3,413	Caltrans District 6
PS&E		9,460						9,460	Caltrans District 6
R/W SUP (CT)		1,500						1,500	Caltrans District 6
CON SUP (CT)				13,000				13,000	Caltrans District 6
R/W		4,000						4,000	Caltrans District 6
CON				122,000				122,000	Caltrans District 6
TOTAL	3,413	14,960		135,000				153,373	

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)	3,413							3,413	
PS&E		9,460						9,460	
R/W SUP (CT)		1,500						1,500	
CON SUP (CT)						9,500		9,500	
R/W		4,000						4,000	
CON						74,000		74,000	
TOTAL	3,413	14,960				83,500		101,873	

Fund #1:	IIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	3,413							3,413	Caltrans HQ
PS&E		6,400						6,400	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,413	6,400						9,813	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	3,413							3,413	
PS&E		6,400						6,400	
R/W SUP (CT)									
CON SUP (CT)						3,500		3,500	
R/W									
CON						30,000		30,000	
TOTAL	3,413	6,400				33,500		43,313	

Fund #2:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
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)				13,000				13,000	
R/W									
CON				122,000				122,000	
TOTAL				135,000				135,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Fund #3:	State Bond - State Route 99 Corridor (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.722.000
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E		3,060						3,060	\$3060 PSE voted 08/18/21
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		3,060						3,060	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		3,060						3,060	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		3,060						3,060	

Fund #4:	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)									
PS&E									\$1356 RW voted 08/18/21
R/W SUP (CT)		508						508	
CON SUP (CT)									
R/W		1,356						1,356	
CON									
TOTAL		1,864						1,864	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)		508						508	
CON SUP (CT)									
R/W		1,356						1,356	
CON									
TOTAL		1,864						1,864	
Fund #5:	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)									
PS&E									\$2033 RW voted 08/18/21
R/W SUP (CT)		762						762	
CON SUP (CT)									
R/W		2,033						2,033	
CON									
TOTAL		2,795						2,795	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)		762						762	
CON SUP (CT)									
R/W		2,033						2,033	
CON									
TOTAL		2,795						2,795	

Fund #6:	Local Funds - Local Measure (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)									Madera County Transportation Comm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		9						9	
CON									
TOTAL		9						9	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		9						9	
CON									
TOTAL		9						9	
Fund #7:	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)									Madera County Transportation Comm
PS&E									
R/W SUP (CT)		230						230	
CON SUP (CT)									
R/W		602						602	
CON									
TOTAL		832						832	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)		230						230	
CON SUP (CT)									
R/W		602						602	
CON									
TOTAL		832						832	

Fund #8:	SHOPP - Road Maintenance and Rehabilitation Account (Committed)								Program Code
Existing Funding (\$1,000s)									
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									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)						6,000		6,000	
R/W									
CON						44,000		44,000	
TOTAL						50,000		50,000	

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Date 09/28/2021 15:22:21

District	County	Route	EA	Project ID	PPNO
06	Madera	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 for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

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

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	08/18/2021 15:38:34
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
06	48950	0614000040	6369	Caltrans District 6	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Tulare	99	25.400	30.500	Tulare County Association of Governments	
				MPO	Element
				TCAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Eric Karlson			559-246-7337	eric.karlson@dot.ca.gov	

Project Title

Tulare City Widening

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

In and near the City of Tulare, from south of Avenue 200 to just north of Prosperity Avenue. This project will relieve traffic congestion, improve goods movement and passenger travel along State Route 99 by widening in the median from 4 to 6 lanes. In addition the project will reconstruct the Paige Avenue interchange, including roundabouts on Paige Avenue at the ramp termini, Blackstone Street, and Laspina Street to improve traffic operations.

Component	Implementing Agency
PA&ED	Caltrans District 6
PS&E	Caltrans District 6
Right of Way	Caltrans District 6
Construction	Caltrans District 6

Legislative Districts

Assembly:	26	Senate:	16	Congressional:	22
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	05/01/2019	05/01/2019
Circulate Draft Environmental Document Document Type (ND/MND)/FONSI	08/01/2020	04/23/2021
Draft Project Report	02/15/2021	12/01/2021
End Environmental Phase (PA&ED Milestone)	11/01/2021	05/06/2022
Begin Design (PS&E) Phase	12/01/2021	06/06/2022
End Design Phase (Ready to List for Advertisement Milestone)	01/07/2024	08/01/2025
Begin Right of Way Phase	11/01/2021	10/01/2022
End Right of Way Phase (Right of Way Certification Milestone)	12/01/2023	07/15/2025
Begin Construction Phase (Contract Award Milestone)	07/01/2024	03/15/2026
End Construction Phase (Construction Contract Acceptance Milestone)	10/01/2026	03/15/2029
Begin Closeout Phase	10/01/2026	04/02/2029
End Closeout Phase (Closeout Report)	10/01/2029	03/15/2033

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Purpose and Need

This project will facilitate goods movement, relieve congestion, and reduce delays. If the desired level of service is to be maintained, then this segment of Route 99 should be widened to a minimum of six lanes. SR 99 is the goods movement route of choice for the State and has more truck traffic than most interstates in the United States. In the City of Tulare, 28% truck traffic is expected to increase from 18,339 to 33,296 in twenty years. Since AADT is projected to nearly double by 2047 from 65,496 to 118,915, proactively increasing the traffic capacity of this link will alleviate safety concerns due to this enormous increase in demand.

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

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Mixed flow mainline constructed	Miles	20.4
Pavement (lane-miles)	Roadway lane miles	Miles	10.2
Drainage	Culverts	LF	3,000
TMS (Traffic Management Systems)	Changeable message signs	EA	2
Operational Improvement	Ramp modifications	EA	4
Pavement (lane-miles)	Ramps and Connectors constructed	Miles	1

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Additional Information

Some numbers in Performance Indicators and Measures data are shown as negative values for build scenario to reflect the benefit of the build alternative vs. no-build. For example, decrease in the Number of Serious Injuries is shown as -42 in the build column.

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	8,841	22,322	-13,481
	TCEP	Daily Truck Trips	# of Trips	33,296	33,296	0
	TCEP	Daily Truck Miles Traveled	Miles	169,811	169,811	0
Throughput	TCEP	Change in Truck Volume That Can Be Accommodated	# of Trucks	26,071	9,605	16,466
	TCEP	Change in Rail Volume That Can Be Accommodated	# of Trailers	0	0	0
			# of Containers	7,449	2,744	4,705
	TCEP	Change in Cargo Volume That Can Be Accommodated	# of Tons	148,980	54,887	94,093
# of Containers			0	0	0	
System Reliability	TCEP	Truck Travel Time Reliability Index	Index	1.02	2.22	-1.2
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	8,701	12,616	-3,915
Velocity	TCEP	Travel Time or Total Cargo Transport Time	Hours	0	0	0
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	-8	0	-8
			PM 10 Tons	-8	0	-8
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	-14,160	0	-14,160
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	-10	10	-20
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	-218	0	-218
LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	-286	0	-286	
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	145	-145
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	-2	0	-2
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.002	0.005	-0.003
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	-42	0	-42
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	0.07	0.11	-0.04
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	1,656	0	1,656
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	2.6	0	2.6

District	County	Route	EA	Project ID	PPNO
06	Tulare	99	48950	0614000040	6369
Project Title					
Tulare City Widening					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	4,150							4,150	Caltrans District 6
PS&E	6,370							6,370	Caltrans District 6
R/W SUP (CT)		2,000						2,000	Caltrans District 6
CON SUP (CT)			9,000					9,000	Caltrans District 6
R/W		5,000						5,000	Caltrans District 6
CON			100,000					100,000	Caltrans District 6
TOTAL	10,520	7,000	109,000					126,520	

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	4,150							4,150	
PS&E	6,370							6,370	
R/W SUP (CT)			5,000					5,000	
CON SUP (CT)				9,000				9,000	
R/W			25,000					25,000	
CON				175,000				175,000	
TOTAL	10,520		30,000	184,000				224,520	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	2,150							2,150	Tulare County Association of Govern
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,150							2,150	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	2,150							2,150	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,150							2,150	

Fund #2:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)		2,000						2,000	
CON SUP (CT)			9,000					9,000	
R/W		5,000						5,000	
CON			100,000					100,000	
TOTAL		7,000	109,000					116,000	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)			5,000					5,000	
CON SUP (CT)				9,000				9,000	
R/W			25,000					25,000	
CON				175,000				175,000	
TOTAL			30,000	184,000				214,000	

Fund #3:	IIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	2,000							2,000	Caltrans HQ
PS&E	4,300							4,300	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	6,300							6,300	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	2,000							2,000	
PS&E	4,300							4,300	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	6,300							6,300	

Fund #4:	State Bond - State Route 99 Corridor (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.722.000
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E	2,070							2,070	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,070							2,070	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	2,070							2,070	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,070							2,070	

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

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

Reason for Proposed Change

N/A

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

N/A

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	10/13/2021 13:34:49
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
07			2002A	Caltrans HQ	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles		S 157.000	157.000	Caltrans District 7	
				MPO	Element
				SCAG	Rail
Project Manager/Contact			Phone	Email Address	
Dan Mahgerefteh			213-418-3219	mahgerefteh@metro.net	

Project Title

Rosecrans / Marquardt Grade Separation

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

In Santa Fe Springs, at the intersection of Rosecrans Avenue and Marquardt Avenue, on the BNSF Right of Way. Construct grade separation at Rosecrans/Marquardt Avenue (Parent project = PPNO 2002)

Component	Implementing Agency
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

Legislative Districts

Assembly:	57	Senate:	32	Congressional:	38
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		05/01/2015
Circulate Draft Environmental Document Document Type		
Draft Project Report		02/28/2016
End Environmental Phase (PA&ED Milestone)		11/07/2018
Begin Design (PS&E) Phase		05/01/2015
End Design Phase (Ready to List for Advertisement Milestone)		06/19/2020
Begin Right of Way Phase		09/01/2017
End Right of Way Phase (Right of Way Certification Milestone)		05/21/2020
Begin Construction Phase (Contract Award Milestone)		12/24/2020
End Construction Phase (Construction Contract Acceptance Milestone)		03/01/2023
Begin Closeout Phase		03/01/2023
End Closeout Phase (Closeout Report)		03/01/2024

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Purpose and Need

Improve safety, reduce traffic congestion and hazards improve mobility, increase reliability, and provide a facility that can accommodate future high speed rail. Therefore, the proposed project is deemed necessary in order to alleviate this traffic congestion, improve safety and minimize hazards by retiring/eliminating the the existing at-grade crossing.

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

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Grade separations/ rail crossing improvemnets	EA	1
Active Transportation	Bicycle lane-miles	Miles	0.88
Active Transportation	Sidewalk miles	Miles	0.72

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Additional Information

Project Outputs

Category Outputs Unit Total

1. Category: Intercity Rail/Mass Trans; Outputs: Grade separation(s) / rail crossing improvement(s); Outputs: Each / 1
2. Category: Local streets and roads; Outputs: Bicycle lane mile(s); Outputs: Miles / 0.88
3. Category: Local streets and roads; Outputs: Sidewalk mile(s); Outputs: Miles / 0.72

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
07	Los Angeles				2002A

Project Title
 Rosecrans / Marquardt Grade Separation

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									Los Angeles County Metropolitan Tra
R/W SUP (CT)									Los Angeles County Metropolitan Tra
CON SUP (CT)									Los Angeles County Metropolitan Tra
R/W									Los Angeles County Metropolitan Tra
CON									Los Angeles County Metropolitan Tra
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	11,706							11,706	
CON	81,370							81,370	
TOTAL	93,076							93,076	

Fund #1: IIP - STIP - Federal/State (Uncommitted) Program Code

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	7,000							7,000	
TOTAL	7,000							7,000	

Fund #2:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,552							2,552	
TOTAL	2,552							2,552	
Fund #3:	Other State - Bond Funding (Uncommitted)								
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									Prop 1A
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	37,251							37,251	
TOTAL	37,251							37,251	

Fund #4:	Federal Disc. - Federal Discretionary 2013 (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Federal Highway Administration
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									TIGER13
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	15,000							15,000	
TOTAL	15,000							15,000	
Fund #5:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	7,273							7,273	
TOTAL	7,273							7,273	

Fund #6:	Local Funds - Local Transportation Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	11,706							11,706	
CON	3,294							3,294	
TOTAL	15,000							15,000	
Fund #7:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	9,000							9,000	
TOTAL	9,000							9,000	

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	10/13/2021 13:54:50
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		
75			9882	Caltrans HQ		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Los Angeles						
				MPO	Element	
				SCAG	Rail	
Project Manager/Contact			Phone	Email Address		
Phillip Hoebeke			916-654-6657	phillip.hoebeke@dot.ca.gov		

Project Title

Link Union Station Phase A Component of the SCORE Program-Main Construction Contract

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

The project is located at Los Angeles Union Station, 800 Alameda St. in the City of Los Angeles. Project will convert Union Station to a run-through track station from a stub-end station & will vastly improve throughput capacity for Commuter/Intercity Rail & accommodate High Speed Rail systems. The Pacific Surfliner will also realize significant benefits from the run-through tracks, including adding capacity for up to five additional Surfliner trains per hour that will lead to increased ridership.

Component	Implementing Agency
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

Legislative Districts

Assembly:	38,45	Senate:	27	Congressional:	30
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	05/31/2016	05/31/2016
Circulate Draft Environmental Document Document Type EIR	01/17/2019	01/17/2019
Draft Project Report		01/17/2019
End Environmental Phase (PA&ED Milestone)	12/31/2020	12/31/2020
Begin Design (PS&E) Phase	01/01/2021	01/01/2021
End Design Phase (Ready to List for Advertisement Milestone)	12/31/2022	12/31/2022
Begin Right of Way Phase	08/01/2019	08/01/2019
End Right of Way Phase (Right of Way Certification Milestone)	07/30/2021	07/30/2021
Begin Construction Phase (Contract Award Milestone)	01/01/2023	01/01/2023
End Construction Phase (Construction Contract Acceptance Milestone)	12/11/2026	12/11/2026
Begin Closeout Phase	12/12/2026	12/12/2026
End Closeout Phase (Closeout Report)	12/01/2027	12/01/2027

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Purpose and Need

The LinkUS Phase A Project will result in dramatic increase in operational efficiency and capacity for Union Station by converting the station from a stub-end track to a run-through track configuration. The Full Build LinkUS Project (Phases A&B) will ensure capacity for 15-min. service on core Metrolink system segments. The Project will address forecasted increase in ridership volumes, train movements & regional rail connectivity, & for future transit orientated development.

Additionally the project is needed to address the limited efficiency and station capacity currently limited by the stub-end tracks. The project would also indirectly contribute to other cumulative benefits for the region, including a regional reduction of GHG emissions and VMT, as demonstrated by the operational analysis included in the Project benefits and fully explained in the 2016 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS)(SCAG 2016).

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

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Grade separations/ rail crossing improvemnets	EA	3
Rail/ Multi-Modal	Miles of new track	Miles	1.43
Rail/ Multi-Modal	Station improvements	EA	1

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Reliability	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	95	75	20
Velocity	Optional	Average Peak Period Weekday Speed for Rail Facility	Miles per Hour	55	20	35
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	4,700	0	4,700

District	County	Route	EA	Project ID	PPNO
75	Los Angeles				9882

Project Title

Link Union Station Phase A Component of the SCORE Program-Main Construction Contract

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)	84,431							84,431	Los Angeles County Metropolitan Tra
PS&E	76,324							76,324	Los Angeles County Metropolitan Tra
R/W SUP (CT)									Los Angeles County Metropolitan Tra
CON SUP (CT)									Los Angeles County Metropolitan Tra
R/W	137,063							137,063	Los Angeles County Metropolitan Tra
CON			70,881	175,820	140,000	216,609		603,310	Los Angeles County Metropolitan Tra
TOTAL	297,818		70,881	175,820	140,000	216,609		901,128	

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)	84,431							84,431	
PS&E	76,324							76,324	
R/W SUP (CT)									
CON SUP (CT)									
R/W	137,063							137,063	
CON			70,881	175,820	140,000	216,609		603,310	
TOTAL	297,818		70,881	175,820	140,000	216,609		901,128	

Fund #1:	State Bond - High Speed Passenger Train Bond Program (Propositio (Committed))								Program Code
Existing Funding (\$1,000s)									20.30.210.200
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			50,000	75,000	100,000	198,335		423,335	
TOTAL			50,000	75,000	100,000	198,335		423,335	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			50,000	75,000	100,000	198,335		423,335	
TOTAL			50,000	75,000	100,000	198,335		423,335	

Fund #2:	Local Rail - STP Railroad Local (Committed)								Program Code
Existing Funding (\$1,000s)									LOCAL 130
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	15,896							15,896	
PS&E	2,830							2,830	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	18,726							18,726	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	15,896							15,896	
PS&E	2,830							2,830	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	18,726							18,726	
Fund #3:	Local Rail - STP Railroad Local (Committed)								Program Code
Existing Funding (\$1,000s)									LOCAL 130
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			10,496					10,496	
TOTAL			10,496					10,496	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			10,496					10,496	
TOTAL			10,496					10,496	

Fund #4:	Local Rail - STP Railroad Local (Committed)								Program Code
Existing Funding (\$1,000s)									LOCAL 130
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	45,514							45,514	
PS&E	6,158							6,158	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	51,672							51,672	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	45,514							45,514	
PS&E	6,158							6,158	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	51,672							51,672	
Fund #5:	Local Rail - STP Railroad Local (Committed)								Program Code
Existing Funding (\$1,000s)									LOCAL 130
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						5,000		5,000	
TOTAL						5,000		5,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						5,000		5,000	
TOTAL						5,000		5,000	

Fund #6:	Local Rail - STP Railroad Local (Committed)								Program Code
Existing Funding (\$1,000s)									LOCAL 130
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						13,274		13,274	
TOTAL						13,274		13,274	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						13,274		13,274	
TOTAL						13,274		13,274	
Fund #7:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code
Existing Funding (\$1,000s)									30.20.020.000
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	23,021							23,021	
PS&E	67,336							67,336	
R/W SUP (CT)									
CON SUP (CT)									
R/W	137,063							137,063	
CON			10,385	40,000	40,000			90,385	
TOTAL	227,420		10,385	40,000	40,000			317,805	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	23,021							23,021	
PS&E	67,336							67,336	
R/W SUP (CT)									
CON SUP (CT)									
R/W	137,063							137,063	
CON			10,385	40,000	40,000			90,385	
TOTAL	227,420		10,385	40,000	40,000			317,805	

Fund #8:	IIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
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)									
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	

Complete this page for amendments only

Date 10/13/2021 13:54:50

District	County	Route	EA	Project ID	PPNO
75	Los Angeles				9882

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

Reason for Proposed Change

N/A

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

N/A

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO				Date	08/16/2021 10:40:00
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
10	0Q122	1014000168	0161B	Caltrans HQ	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Merced	99	28.200	R 37.300		
				MPO	Element
				MCAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
El-Nakhal, Dina			209-351-4432	dina.el.nakhal@dot.ca.gov	

Project Title

Livingston Widening Southbound

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

In Livingston, on Route 99 Merced County PM from 28.200 to R37.300 from 0.8 mile south of Hammatt Avenue to Merced/Stanslatau county line. Widen freeway from two lanes to three lanes in the southbound direction only.

Component	Implementing Agency
PA&ED	Caltrans District 10
PS&E	Caltrans District 10
Right of Way	Caltrans District 10
Construction	Caltrans District 10

Legislative Districts

Assembly:	17	Senate:	12	Congressional:	18
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		07/29/2011
Circulate Draft Environmental Document Document Type FONSI		01/31/2013
Draft Project Report		01/31/2013
End Environmental Phase (PA&ED Milestone)	06/02/2014	06/02/2014
Begin Design (PS&E) Phase	08/01/2014	08/01/2014
End Design Phase (Ready to List for Advertisement Milestone)	10/15/2021	10/15/2021
Begin Right of Way Phase	07/01/2014	07/01/2014
End Right of Way Phase (Right of Way Certification Milestone)	09/15/2021	09/15/2021
Begin Construction Phase (Contract Award Milestone)	05/04/2022	05/04/2022
End Construction Phase (Construction Contract Acceptance Milestone)	02/02/2024	02/02/2024
Begin Closeout Phase	02/03/2024	02/03/2024
End Closeout Phase (Closeout Report)	07/02/2026	07/02/2026

Date 08/16/2021 10:40:00

Purpose and Need

The purpose of the project is to reduce congestion and provide route continuity. The project is needed to eliminate the bottleneck in SR 99 and create 6 continuous lanes through the region.

Benefits:
 SR99 is the backbone of our system with significant goods movement and is a key element to the trade corridors in the state. Benefits include Improvements for Goods Movement within the key agricultural center, supporting a growing economy, improving the region's livability, and reducing GHG emissions.

Outputs/Outcomes:
 The output of this project is adding 7.65 miles of mixed-flow lanes that would create route continuity along SR 99 and eliminate the current bottleneck and congestion in the segment.

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

Project Outputs			
Category	Outputs	Unit	Total
State Highway Road Construction	Mixed flow lane-miles constructed	Miles	7.65

Date 08/16/2021 10:40:00

Additional Information

This project's PA&ED was delivered under parent project EA 0Q120. The project was split into EA 0Q121, the NB Livingston Widening, and EA 0Q122, the SB Livingston Widening. The NB Livingston Widening was delivered, but due to limited funding, the SB Livingston Widening was delivered and shelved in 2017. When funding was made available, the project team commenced updating the PS&E package to current standards and finalizing it for delivery for FY 21/22. Since EA 0Q122 is a legacy/carry-over project, the "Performance Measures" used was LOS. The Project Report indicated that LOS would improve from E/F to C/D.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	Optional	Per Capita and Total Person Hours of Delay per Year	Person Hours	0	0	0
			Hours per Capita	0	0	0

District	County	Route	EA	Project ID	PPNO
10	Merced	99	0Q122	1014000168	0161B

Project Title
 Livingston Widening Southbound

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)	1,700							1,700	Caltrans District 10
PS&E	3,000							3,000	Caltrans District 10
R/W SUP (CT)	100							100	Caltrans District 10
CON SUP (CT)		4,500						4,500	Caltrans District 10
R/W	200							200	Caltrans District 10
CON		29,450						29,450	Caltrans District 10
TOTAL	5,000	33,950						38,950	

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)	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	
TOTAL	5,000	33,950						38,950	

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

Existing Funding (\$1,000s) 20.XX.025.700

Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	1,700							1,700	Caltrans HQ
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	
TOTAL	5,000	33,950						38,950	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
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	
TOTAL	5,000	33,950						38,950	

Fund #2:	Future Need - Future Funds (Uncommitted)								Program Code
	Existing Funding (\$1,000s)								FUTURE
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									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

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Date 08/16/2021 10:40:00

District	County	Route	EA	Project ID	PPNO
10	Merced	99	0Q122	1014000168	0161B

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

N/A

Reason for Proposed Change

N/A

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

N/A

Other Significant Information

N/A

SECTION 2 - For SB1 Project Only

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

N/A

Approvals

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

Name (Print or Type)	Signature	Title	Date
Dina EL-Nakhhal	<i>Dina EL-Nakhhal</i>	Project Manager	8/16/2021

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	08/18/2021 17:17:53	
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			
75		0020000130	2065R	Caltrans HQ			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
VAR							
				MPO	Element		
				NON-MPO	Rail		
Project Manager/Contact			Phone	Email Address			
Vahid Nowshiravan			916-654-5971	vahid.nowshiravan@dot.ca.gov			

Project Title

Mini-High Platform Improvements

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

On 17 Amtrak California Station Platforms on the Capitol Corridor and San Joaquin Corridor. Design and build 48" high raised platforms with ADA compliant ramps.

A prefabricated metal structure will be erected on each platform to create a 48" high raised platform for level boarding. The 48" high raised platform will be positioned so when the train doors are opened, the "gap-filler" (on board) along with an on-board portable bridge plate (not part of the Mini-High Platform Improvements) will close the gap between the train door entrance and the 48" high raised platform. This will allow level boarding for persons in wheel chairs, using walkers, or transporting luggage. Work will vary slightly at each location due to the unique properties of each station platform.

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

Legislative Districts

Assembly: 32,34,35,51,37,38,39,43,44,45,46 Senate: 32,34,36,14,15,16,17,18,19,24,25,27,2 Congressional: 34,38,39,40,15,17,21,22,23,24,2

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		12/31/2019
Circulate Draft Environmental Document		
Draft Project Report		12/31/2019
End Environmental Phase (PA&ED Milestone)		12/31/2019
Begin Design (PS&E) Phase	01/31/2020	01/31/2020
End Design Phase (Ready to List for Advertisement Milestone)	06/01/2020	08/30/2021
Begin Right of Way Phase		08/30/2021
End Right of Way Phase (Right of Way Certification Milestone)		08/30/2021
Begin Construction Phase (Contract Award Milestone)	12/31/2020	11/01/2021
End Construction Phase (Construction Contract Acceptance Milestone)	06/30/2022	06/30/2022
Begin Closeout Phase		07/01/2022
End Closeout Phase (Closeout Report)		12/31/2022

Date 08/18/2021 17:17:53

Purpose and Need

Caltrans currently serves the San Joaquin Corridor with bi-level equipment which requires portable wheelchair lifts to board passengers using wheelchairs. If the existing portable lifts malfunction or are stolen, it prevents a passenger using a wheelchair from being able to board a train.

Caltrans is currently procuring single level rail cars to be used on the San Joaquin Corridor. Building these 48" high raised 'mini-high' platforms on the existing San Joaquin Corridor platforms will permit safe and efficient level boarding for those riders in wheelchairs, using walkers, and transporting luggage. This will improve accessibility for all and create significant operational time savings compared to using portable lifts for wheelchair passengers.

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

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Station improvements	EA	17

Date 08/18/2021 17:17:53

Additional Information

ADA is checked (true)
Bike/Ped is checked (true)

The proposed end date for PS&E in the Project Milestone Schedule is for PS&E for Phase 1. To speed up implementation of Phase 1 construction, the PS&E for Phase 2 was delayed. Also, designs for both mini-high installations at the City of Sacramento station platform were moved to Phase 2 due to significant design challenges onsite. Consequently, the construction allocation request will be for approximately 1/2 of the funding required for this project. The program intends to allow the unused portion of programmed construction funds to return to the STIP and the program will request the balance of these funds in the 2024 STIP.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	0	0	0
			VMT per Capita	0	0	0

District	County	Route	EA	Project ID	PPNO
75	VAR			0020000130	2065R

Project Title
 Mini-High Platform Improvements

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)									Caltrans HQ
PS&E			500					500	Caltrans HQ
R/W SUP (CT)									Caltrans HQ
CON SUP (CT)									Caltrans HQ
R/W									Caltrans HQ
CON	4,500							4,500	Caltrans HQ
TOTAL	4,500		500					5,000	

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	500							500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		4,500						4,500	
TOTAL	500	4,500						5,000	

Fund #1:	IIP - Public Transportation Account (Committed)								Program Code
Existing Funding (\$1,000s)									30.20.020.720
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E			500					500	\$4500 CON EXT. TO 06/30/22 \$500 PSE voted 01/29/20
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	4,500							4,500	
TOTAL	4,500		500					5,000	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	500							500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		4,500						4,500	
TOTAL	500	4,500						5,000	

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Date 08/18/2021 17:17:53

District	County	Route	EA	Project ID	PPNO
75	VAR			0020000130	2065R

SECTION 1 - All Projects

Project Background

The following request is being submitted: split this project into two phases.

The proposed end date for PS&E in the Project Milestone Schedule is for PS&E for Phase 1. To speed up implementation of Phase 1 construction, the PS&E for Phase 2 was delayed. Also, designs for both mini-high installations at the City of Sacramento station platform were moved to Phase 2 due to significant design challenges onsite. Consequently, the construction allocation request will be for approximately 1/2 of the funding required for this project. The program intends to allow the unused portion of programmed construction funds to return to the STIP and the program will request the balance of these funds in the 2024 STIP.

Programming Change Requested

Reflect existing programming changes from 2020 and 2021: PS&E funding moved to fy 19/20, CON funding to fy 21/22.
 Propose schedule changes related to PS&E Delays.

Requesting the project be phased: phase 1 would be 1 mini-high platform at 17 locations, excluding Sacramento Station, and phase 2 would be a second mini-high platform at all 17 phase 1 locations, and both platforms at the Sacramento Station.

Reason for Proposed Change

Design has proceeded more slowly than originally estimated. The project must be split into phase 1 and phase 2 to allow a base level of operations (one mini-high platform at 17 stations) to facilitate passenger boarding for new rolling stock soon to arrive.

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

Delay is caused by design proceeding more slowly than originally estimated. There is currently no cost increase associated with delay, though PS&E for Phase 2 has yet to be completed. Completed PS&E may reflect a cost increase.

Other Significant Information

SECTION 2 - For SB1 Project Only

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

Project must be split into phases to ensure timely completion of basic accessibility to new San Joaquin Corridor rolling stock.

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency

2) Project Location Map

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	08/18/2021 13:19:36
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
75		021000225	2191	Caltrans HQ	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Stanislaus					
Stanislaus				MPO	Element
				NON-MPO	Rail
Project Manager/Contact			Phone	Email Address	
Betty Miller			530-306-2398	betty.l.miller@dot.ca.gov	

Project Title

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

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

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

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

Legislative Districts

Assembly:	12	Senate:	5,8	Congressional:	9,10
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		06/21/2021
Circulate Draft Environmental Document Document Type CE		
Draft Project Report		11/01/2021
End Environmental Phase (PA&ED Milestone)		12/01/2021
Begin Design (PS&E) Phase		12/01/2021
End Design Phase (Ready to List for Advertisement Milestone)		02/28/2022
Begin Right of Way Phase		03/01/2022
End Right of Way Phase (Right of Way Certification Milestone)		04/30/2022
Begin Construction Phase (Contract Award Milestone)		07/01/2022
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2025
Begin Closeout Phase		07/01/2025
End Closeout Phase (Closeout Report)		01/30/2026

Date 08/18/2021 13:19:36

Purpose and Need

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

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

Project Outputs			
Category	Outputs	Unit	Total
Rail/ Multi-Modal	Station improvements	EA	2

Date 08/18/2021 13:19:36

Additional Information

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 platforms with supporting infrastructure will reduce the locomotive idling time and offer considerable reductions in harmful emissions, which will help improve the air quality in the valley.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Throughput	TCEP	Change in Rail Volume That Can Be Accommodated	# of Trailers	2	0	2
			# of Containers	2	0	2

District	County	Route	EA	Project ID	PPNO
75	Stanislaus, Stanislaus			021000225	2191

Project Title
 San Joaquin Corridor 2nd Platforms at Modesto and Turlock-Denair

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans HQ
PS&E									Caltrans HQ
R/W SUP (CT)									Caltrans HQ
CON SUP (CT)									Caltrans HQ
R/W									Caltrans HQ
CON									Caltrans HQ
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	600							600	
PS&E	2,000							2,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W	1,000							1,000	
CON		16,400						16,400	
TOTAL	3,600	16,400						20,000	

Fund #1:	IIP - Public Transportation Account (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	600							600	
PS&E	2,000							2,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W	1,000							1,000	
CON		16,400						16,400	
TOTAL	3,600	16,400						20,000	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	08/10/2021 13:16:53
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
12	0Q950	1218000006	2833C	Caltrans District 12	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Orange	5	29.100	44.400		
			MPO	Element	
			SCAG	Capital Outlay	
Project Manager/Contact			Phone	Email Address	
Janilee Jablonski			657-328-6273	janilee.jablonski@dot.ca.gov	

Project Title

Interstate 5 (I-5) Managed Lanes

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

Location: In Orange County and Los Angeles on I-5 from Red Hill Avenue to 0.5 miles north of LA County Line (ORA PM Limits 29.1/44.4; LA PM Limits 0.00/0.05).

Description: The project addresses operational deficiencies related to High Occupancy Vehicles (HOV) degradation through studies of alternatives that include Priced Managed Lanes strategies.

Component	Implementing Agency
PA&ED	Caltrans District 12
PS&E	Caltrans District 12
Right of Way	Caltrans District 12
Construction	Caltrans District 12

Legislative Districts

Assembly:	65,68,69	Senate:	32,34,37,29	Congressional:	39,45,46
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Project Milestone	Existing	Proposed
Project Study Report Approved	11/21/2019	
Begin Environmental (PA&ED) Phase	04/01/2021	06/01/2021
Circulate Draft Environmental Document	03/01/2022	12/01/2022
Draft Project Report	09/01/2022	12/01/2022
End Environmental Phase (PA&ED Milestone)	07/12/2023	12/01/2023
Begin Design (PS&E) Phase	10/01/2023	12/01/2023
End Design Phase (Ready to List for Advertisement Milestone)	08/11/2027	08/19/2024
Begin Right of Way Phase	10/04/2024	10/01/2023
End Right of Way Phase (Right of Way Certification Milestone)	07/14/2027	08/01/2025
Begin Construction Phase (Contract Award Milestone)	02/16/2028	05/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)	11/01/2031	08/01/2029
Begin Closeout Phase	11/01/2032	12/01/2030
End Closeout Phase (Closeout Report)	11/01/2034	12/01/2032

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Purpose and Need

The purpose of this project is to implement operational improvements including Priced Managed Lanes strategies that will address HOV degradation, improve safety, increase operational efficiency, improve movement of people and goods, incentivize ride sharing, facilitate transit, increase Average Vehicle Occupancy (AVO), strive to reduce Vehicle Miles Traveled (VMT), hence reducing GHG emissions and also to improve safety and operation of freight travel while minimizing impacts to the surrounding communities and the environment.

The existing I-5 HOV lanes between Red Hill Ave and the LA/Orange County Line currently experience congestion, reduced speeds, and traffic delays during peak hour periods.

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

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	HOV/HOT mainline constructed	Miles	31.2

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Additional Information

Regarding Project Purpose and Need tab, Reduce Greenhouse Gas Emissions question: The Air Quality Study Report (which includes GHG emission) are anticipated to obtain approval of build alternatives during the subsequent phase of the Project.

Regarding Category and Outputs tab: HOV/HOT Constructed (lane-miles) = distance from SR 57 and SR 91 7.8 miles x 2 lanes per direction x 2 directions = 31.2 lane miles.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	32,559	51,298	-18,739

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

Project Title
 Interstate 5 (I-5) Managed Lanes

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	15,000							15,000	Caltrans District 12
PS&E									Caltrans District 12
R/W SUP (CT)									Caltrans District 12
CON SUP (CT)									Caltrans District 12
R/W									Caltrans District 12
CON									Caltrans District 12
TOTAL	15,000							15,000	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	15,000							15,000	
PS&E			12,500					12,500	
R/W SUP (CT)			2,200					2,200	
CON SUP (CT)				68,000				68,000	
R/W			8,700					8,700	
CON				311,000				311,000	
TOTAL	15,000		23,400	379,000				417,400	

Fund #1:	IIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	2,200							2,200	Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,200							2,200	

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	2,200							2,200	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,200							2,200	

Fund #2:	Other State - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									SHOPP
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	12,800							12,800	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	12,800							12,800	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	12,800							12,800	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	12,800							12,800	
Fund #3:	IIP - National Hwy System (Uncommitted)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									For Bridging Documents
PS&E			12,500					12,500	
R/W SUP (CT)			2,200					2,200	
CON SUP (CT)									
R/W			8,700					8,700	
CON									
TOTAL			23,400					23,400	

Fund #4:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	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)				68,000				68,000	
R/W									
CON				311,000				311,000	
TOTAL				379,000				379,000	

Complete this page for amendments only

Date 08/10/2021 13:16:53

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

SECTION 1 - All Projects

Project Background

Existing 2020 STIP Project

Programming Change Requested

Requesting \$12.5M PS&E (bridging documents), \$2.2M Right of Way Support and \$8.7M Right of Way Capital for a total of \$23.4M for FY 23/24 from 2022 STIP.

Reason for Proposed Change

Subsequent phases after PA&ED need to be programmed

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

N/A

Other Significant Information

This project will utilize a design/build (D/B) delivery method thus will require unique milestone schedules and funding considerations which will be different from typical project delivery method. CTC approval is needed for D/B option. For RW funding requested, if there is a capacity constraint then RW funds will be requested in the following FY. The current plan for future funding source(s) for construction support and capital would come from a combination of STIP, SB1 competitive programs, federal grants, revenue backed private bonds, or a TIFIA loan.

SECTION 2 - For SB1 Project Only

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

Requesting \$12.5M PS&E (bridging documents), \$2.2M Right of Way Support and \$8.7M Right of Way Capital for a total of \$23.4M for FY 23/24 from 2022 STIP.

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	08/18/2021 11:57:29	
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			
75		0019000029	2190	San Diego Association of Governments			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
San Diego		216.500	218.100	Caltrans HQ			
				MPO	Element		
				SANDAG	Rail		
Project Manager/Contact			Phone	Email Address			
Phillip Hoebeke			916-654-6657	phillip.hoebeke@dot.ca.gov			

Project Title

San Onofre to Pulgas Double Track Phase 2

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

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.

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

Legislative Districts

Assembly:	75,76,77,78,79	Senate:	36,39,40	Congressional:	50,51,52,53
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	11/30/2009	11/30/2009
Circulate Draft Environmental Document Document Type CE	03/01/2011	03/01/2011
Draft Project Report	02/16/2021	02/16/2021
End Environmental Phase (PA&ED Milestone)	03/31/2012	03/31/2012
Begin Design (PS&E) Phase	10/30/2018	10/30/2018
End Design Phase (Ready to List for Advertisement Milestone)	09/01/2021	09/01/2021
Begin Right of Way Phase	10/30/2018	10/30/2018
End Right of Way Phase (Right of Way Certification Milestone)	09/01/2021	09/01/2021
Begin Construction Phase (Contract Award Milestone)	01/01/2022	01/01/2022
End Construction Phase (Construction Contract Acceptance Milestone)	07/01/2024	07/01/2024
Begin Closeout Phase	07/01/2024	07/01/2024
End Closeout Phase (Closeout Report)	01/01/2025	01/01/2025

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Purpose and Need

Project Benefits:

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.

Purpose and Needs:

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.

Outputs/Outcomes:

IR/MT Miles of New Track Miles 1.6

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

Project Outputs

Category	Outputs	Unit	Total
Intercity Rail/Mass Trans	Miles of new track	Miles	1.6

Date 08/18/2021 11:57:29

Additional Information

The purpose of the LOSSAN-SD Intermodal Improvement Program is to implement key capital improvements along the San Diego Subdivision of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor to facilitate additional freight trips from the Port of San Diego to points state- and nation-wide. The LOSSAN Rail Corridor is of state and national importance as the only viable freight rail connection for the San Diego Region. The U.S. Department of Defense has identified this corridor as part of the Strategic Rail Corridor Network (STRACNET) for its importance in providing access to the Marine Corps Base Camp Pendleton and the Port of San Diego. These improvements have been determined as to not only accommodate additional freight rail service but future expansions of the Corridor's commuter and intercity passenger rail services.

This project is part of a larger program of improvements in the LOSSAN-SD Intermodal Improvement Program, which includes the following projects: San Onofre to Pulgas Double Track Phase 2, San Dieguito Double Track Phase 1, Del Mar Bluffs Phase 5, and Broadway to Gaslamp Track Signalization and Platform. The performance measures noted below are for the entire LOSSAN-SD Intermodal Improvement Program of projects.

The railroad right-of-way (ROW) is subject to the jurisdiction of the Federal Surface Transportation Board (STB). The project falls under the STB ruling which stipulates that State and Local environmental regulation has been found to be preempted by federal statute (49 U.S.C. 10501(b)) for railroad projects 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 the purpose of improving railroad reliability and capacity of the LOSSAN Corridor, which is used to transport interstate freight.

TCEP guidelines allow supplemental funding only for state-sponsored projects - this project was originally allocated STIP IIP funding for improvements to the intercity rail corridor sponsored by the state.

Following the release of TCEP award recommendations, due to COVID and the abundance of work happening concurrently in the rail corridor, SANDAG and NCTD learned more as projects moved through the development process. This created the need to look at the entire program of projects to more efficiently schedule work for individual projects within the corridor and help expedite project delivery.

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	0	350	-350
	TCEP	Daily Truck Trips	# of Trips	0	197	-197
	TCEP	Daily Truck Miles Traveled	Miles	0	38,960	-38,960
Throughput	TCEP	Change in Truck Volume That Can Be Accommodated	# of Trucks	0	0	0
	TCEP	Change in Rail Volume That Can Be Accommodated	# of Trailers	219,000	0	219,000
			# of Containers	0	0	0
	TCEP	Change in Cargo Volume That Can Be Accommodated	# of Tons	5,321,700	5,321,700	0
# of Containers			0	0	0	
System Reliability	TCEP	Truck Travel Time Reliability Index	Index	0	0	0
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	0	350	-350
Velocity	TCEP	Travel Time or Total Cargo Transport Time	Hours	0	0	0
	Optional	Average Peak Period Weekday Speed for Rail Facility	Miles per Hour	41	41	0
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	6	5	1
			PM 10 Tons	18	5	13
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	96,539	266,647	-170,108
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	7	12	-5
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	0	3	-3
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	15	181	-166
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	3.3	4.9	-1.6
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	1.5	0	1.5
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	6.22	42.34	-36.12
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	24	145	-121
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	11	79	-68
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	1,648	0	1,648

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	2.3	0	2.3

District	County	Route	EA	Project ID	PPNO
75	San Diego			0019000029	2190

Project Title
 San Onofre to Pulgas Double Track Phase 2

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)									San Diego Association of Governmen
PS&E	1,744							1,744	San Diego Association of Governmen
R/W SUP (CT)									San Diego Association of Governmen
CON SUP (CT)									San Diego Association of Governmen
R/W									San Diego Association of Governmen
CON		33,793						33,793	San Diego Association of Governmen
TOTAL	1,744	33,793						35,537	

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	1,744							1,744	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		33,793						33,793	
TOTAL	1,744	33,793						35,537	

Fund #1:	IIP - Public Transportation Account (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E	1,177							1,177	\$1177 PSE voted 08/15/18
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		28,863						28,863	
TOTAL	1,177	28,863						30,040	

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 #2:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									30.20.723.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									
PS&E	567							567	\$567,000 for PS&E is FY 2021 TCEP funding.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		4,930						4,930	
TOTAL	567	4,930						5,497	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	567							567	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		4,930						4,930	
TOTAL	567	4,930						5,497	

Complete this page for amendments only

Date 08/18/2021 11:57:29

District	County	Route	EA	Project ID	PPNO
75	San Diego			0019000029	2190

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

Reason for Proposed Change

N/A

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

N/A

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	10/01/2021 07:27:37
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
01	0K660	0120000130	3204	Caltrans District 1	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Lake	20	16.740	18.020		
			MPO	Element	
			NON-MPO	Capital Outlay	
Project Manager/Contact			Phone	Email Address	
Mike Khammash			707-272-0139	mike.khammash@dot.ca.gov	

Project Title

Lucerne Complete Streets

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

In Lake County in Lucerne on Route 20 from 0.1 mile west of Morrison Creek Bridge to 0.1 mile east of Country Club Drive. Construct complete streets improvements.

Component	Implementing Agency
PA&ED	Caltrans District 1
PS&E	Caltrans District 1
Right of Way	Caltrans District 1
Construction	Caltrans District 1

Legislative Districts

Assembly:	4	Senate:	2	Congressional:	3
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Project Milestone	Existing	Proposed
Project Study Report Approved	09/17/2021	
Begin Environmental (PA&ED) Phase		07/01/2022
Circulate Draft Environmental Document	Document Type (ND/MND)/CE	11/04/2024
Draft Project Report		11/04/2024
End Environmental Phase (PA&ED Milestone)		04/02/2025
Begin Design (PS&E) Phase		04/02/2025
End Design Phase (Ready to List for Advertisement Milestone)		01/15/2027
Begin Right of Way Phase		04/02/2025
End Right of Way Phase (Right of Way Certification Milestone)		12/02/2026
Begin Construction Phase (Contract Award Milestone)		06/11/2027
End Construction Phase (Construction Contract Acceptance Milestone)		12/01/2028
Begin Closeout Phase		12/03/2029
End Closeout Phase (Closeout Report)		09/03/2032

Date 10/01/2021 07:27:37

Purpose and Need

The purpose of this project is to improve safety and mobility for non-motorized users and to calm main street traffic, encouraging interregional traffic to use the SR 20/29/53 Principal Arterial Corridor.

This project is needed to safely connect Lucerne’s waterfront, parks, elementary school, and downtown for non-motorized users. This project satisfies Caltrans’ and the Lake Area Planning Council’s long-term goals to close gaps in the multimodal network in the town of Lucerne.

NHS Improvements YES NO Roadway Class 2 Reversible Lane Analysis YES NO
 Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Roadway lane miles	Miles	2.55
Drainage	Culverts	LF	4,532
ADA Improvements	New curb ramp installed	EA	13
ADA Improvements	Repair/upgrade curb ramp	EA	37
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	3.03
ADA Improvements	Modify driveway	LF	2,128

Date 10/01/2021 07:27:37

Additional Information

This project was initiated as part of the vision for the SR 20/29/53 Corridor, which is to shift interregional traffic to the south shore of Clear Lake and make the north shore a destination route. This will be achieved by constructing roadway improvements along the south shore and traffic calming measures (such as this project) on the north shore.

Non-motorized mobility will be improved by incorporating various complete streets elements to connect Lucerne's waterfront, parks, elementary school, and downtown area, including:

- Class IV separated bikeways
- Sidewalks
- Transit stop improvements
- Rectangular rapid flashing beacons (RRFBs)

Additionally, a median island designed to calm traffic will be constructed on the western entrance to Lucerne.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
01	Lake	20	0K660	0120000130	3204

Project Title
 Lucerne Complete Streets

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans District 1
PS&E									Caltrans District 1
R/W SUP (CT)									Caltrans District 1
CON SUP (CT)									Caltrans District 1
R/W									Caltrans District 1
CON									Caltrans District 1
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)		2,804						2,804	
PS&E				2,253				2,253	
R/W SUP (CT)				2,339				2,339	
CON SUP (CT)						3,083		3,083	
R/W				794				794	
CON						19,034		19,034	
TOTAL		2,804		5,386		22,117		30,307	

Fund #1:	IIP - STIP - Federal/State (Uncommitted)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans District 1
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)		2,804						2,804	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		2,804						2,804	

Fund #2:	IIP - STIP - Federal/State (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 1
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E				2,253				2,253	
R/W SUP (CT)				2,339				2,339	
CON SUP (CT)						3,083		3,083	
R/W				794				794	
CON						19,034		19,034	
TOTAL				5,386		22,117		27,503	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	09/30/2021 12:58:30
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
02	3J370	0222000039	3859	Caltrans District 2	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Tehama	36	81.600	83.400		
			MPO	Element	
			NON-MPO	Capital Outlay	
Project Manager/Contact			Phone	Email Address	
Javed Iqbal			530-945-1935	javed.iqbal@dot.ca.gov	

Project Title

Mineral Multi-use Path and Shoulders

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

Construct Class 1 bike path, install drainage, and widen shoulders. / In Tehama County at and near Mineral 0.1 mile east of Battle Creek Bridge to 0.3 mile east of Route 172.

Component	Implementing Agency
PA&ED	Caltrans District 2
PS&E	Caltrans District 2
Right of Way	Caltrans District 2
Construction	Caltrans District 2

Legislative Districts

Assembly:	3	Senate:	4	Congressional:	1
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Project Milestone	Existing	Proposed
Project Study Report Approved	12/01/2021	
Begin Environmental (PA&ED) Phase		07/18/2022
Circulate Draft Environmental Document	Document Type (ND/MND)/CE	
Draft Project Report		06/18/2024
End Environmental Phase (PA&ED Milestone)		10/18/2024
Begin Design (PS&E) Phase		10/18/2024
End Design Phase (Ready to List for Advertisement Milestone)		01/13/2026
Begin Right of Way Phase		10/18/2024
End Right of Way Phase (Right of Way Certification Milestone)		10/20/2025
Begin Construction Phase (Contract Award Milestone)		06/09/2026
End Construction Phase (Construction Contract Acceptance Milestone)		01/26/2028
Begin Closeout Phase		01/26/2028
End Closeout Phase (Closeout Report)		10/28/2032

Date 09/30/2021 12:58:30

Purpose and Need

Purpose: The purpose of this project is to provide improved and safe connectivity for non-motorized users travelling between Battle Creek Campground, businesses, residences, lodging, and to provide access to other outdoor recreation opportunities throughout Mineral.

Need: Paved shoulders on State Route (SR) 36 are 2 feet or less, and the posted speed limit is 50 to 55 mph. Potential non-motorized users have a low level of comfort because of a lack of a firm, smooth surface to travel on; high-speed traffic; high-speed turning movements onto SR 172; and a lack of facilities to cross SR 36.

NHS Improvements <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 3	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
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	1.8
Drainage	Culverts	LF	625
Active Transportation	Crosswalk	EA	1

Additional Information

Additional Benefits: The benefits of this project are many, as the pathway, enhanced crossing, and improved shoulder width will be utilized year-round in lieu of vehicles. Through the project's public and stakeholder engagement effort the year-round use was reinforced by the community and public officials that the project, once constructed would be used by camps for activities, families for leisurely walks or bike rides, to conduct business in town, as well as to cross country ski or snow shoe. Another direct benefit is that due to the project providing a place for people to take active trips the amount of small vehicle trips will be greatly reduced. This has led the Tehama County Transportation Commission (TCTC) to financially partner on this project through a contribution of \$1.5 million in Congestion Mitigation and Air Quality (CMAQ) funds.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	7	0	7

District	County	Route	EA	Project ID	PPNO
02	Tehama	36	3J370	0222000039	3859

Project Title

Mineral Multi-use Path and Shoulders

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans District 2
PS&E									Caltrans District 2
R/W SUP (CT)									Caltrans District 2
CON SUP (CT)									Caltrans District 2
R/W									Caltrans District 2
CON									Caltrans District 2
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)		650						650	
PS&E				840				840	
R/W SUP (CT)				120				120	
CON SUP (CT)					900			900	
R/W					150			150	
CON					2,970			2,970	
TOTAL		650		960	4,020			5,630	

Fund #1:	CMAQ - Congestion Mitigation (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Tehama County Transportation Com
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					1,500			1,500	
TOTAL					1,500			1,500	

Fund #2:	IIP - STIP - Federal/State (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans District 2
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		650						650	
PS&E				840				840	
R/W SUP (CT)				120				120	
CON SUP (CT)					900			900	
R/W					150			150	
CON					1,470			1,470	
TOTAL		650		960	2,520			4,130	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	08/18/2021 16:38:36
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
03	4E170	0315000064	4117	Nevada County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Nevada	49	11.100	13.300	Caltrans District 3	
				MPO	Element
				NON-MPO	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Sam Vandell			530-741-4593	sam.vandell@dot.ca.gov	

Project Title

Rt 49, Corridor Improvement Project

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

In Nevada County, on SR 49 from La Bar Meadows Road to McKnight Way. The project proposes to improve operations, mobility, and safety through the addition of a Southbound Truck Climbing Lane outside an Urbanized Area.

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:	3	Senate:	4	Congressional:	4
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	01/12/2015	04/12/2015
Circulate Draft Environmental Document Document Type EIR	02/24/2019	07/30/2021
Draft Project Report	02/28/2019	08/16/2021
End Environmental Phase (PA&ED Milestone)	07/15/2020	10/04/2021
Begin Design (PS&E) Phase	07/16/2020	10/05/2021
End Design Phase (Ready to List for Advertisement Milestone)	06/20/2024	10/10/2025
Begin Right of Way Phase	08/15/2022	10/05/2021
End Right of Way Phase (Right of Way Certification Milestone)	06/06/2024	09/25/2025
Begin Construction Phase (Contract Award Milestone)	11/15/2024	01/20/2026
End Construction Phase (Construction Contract Acceptance Milestone)	11/02/2027	12/01/2028
Begin Closeout Phase	11/02/2027	12/02/2028
End Closeout Phase (Closeout Report)	11/02/2028	06/03/2030

Date 08/18/2021 16:38:36

Purpose and Need

The purpose of this project is to improve safety, traffic operations, and pedestrian and bicyclist mobility through the project limits, as well as, upgrade shoulder widths to current standard. There is a need for wider shoulders to accommodate pedestrians, bicyclists, and disabled vehicles. The existing highway has paved and/or gravel shoulders that vary from 0 to 8-foot wide; but typically shoulders are non-existent or are much narrower than 8-feet.

NHS Improvements <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 2	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)	Truck climbing lanes constructed	Miles	1

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	0	0	0

District	County	Route	EA	Project ID	PPNO
03	Nevada	49	4E170	0315000064	4117

Project Title

Rt 49, Corridor Improvement Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	3,900							3,900	Caltrans District 3
PS&E	3,000							3,000	Caltrans District 3
R/W SUP (CT)	1,200							1,200	Caltrans District 3
CON SUP (CT)									Caltrans District 3
R/W	7,000							7,000	Caltrans District 3
CON	19,000							19,000	Caltrans District 3
TOTAL	34,100							34,100	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	3,900							3,900	
PS&E	3,000							3,000	
R/W SUP (CT)	1,200							1,200	
CON SUP (CT)									
R/W		6,000						6,000	
CON					19,000			19,000	
TOTAL	8,100	6,000			19,000			33,100	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	3,900							3,900	Nevada County Transportation Comm
PS&E	3,000							3,000	
R/W SUP (CT)	1,200							1,200	
CON SUP (CT)									
R/W									
CON									
TOTAL	8,100							8,100	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,900							3,900	
PS&E	3,000							3,000	
R/W SUP (CT)	1,200							1,200	
CON SUP (CT)									
R/W									
CON									
TOTAL	8,100							8,100	

Fund #2:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	7,000							7,000	
CON	19,000							19,000	
TOTAL	26,000							26,000	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					19,000			19,000	
TOTAL					19,000			19,000	

Fund #3:	IIP - State Cash (Uncommitted)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans District 3
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

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

Fund #4:	RIP - National Hwy System (Uncommitted)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Nevada County Transportation Comm
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		3,000						3,000	
CON									
TOTAL		3,000						3,000	

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Date 08/18/2021 16:38:36

District	County	Route	EA	Project ID	PPNO
03	Nevada	49	4E170	0315000064	4117

SECTION 1 - All Projects

Project Background

Highway 49 in Nevada County is a critical lifeline from rural western Nevada, Sierra and Yuba counties. This lifeline provides for goods movement and freight; service industry access; access for residents to critical medical care, higher education, jobs and commercial needs. Collectively, the residents along the corridor represent a disadvantaged population and they currently lack direct access to the highway and alternate transportation modes; are directly affected by travel delays, substandard intersections and driveway connections; and lack bicycle and pedestrian connections to goods and services in the community. From La Barr Meadows to McKnight Way Highway 49 experiences significant vehicle collisions due to high-speed movements conflicting with low-speed movements, significant stress to pedestrians and cyclists at public intersections, and a high rate of vehicle-wildlife conflict. Moreover, the Caltrans Freight Mobility Plan identifies State Route 49 highly deficient for freight economic competitiveness and efficiencies. Due to the rolling terrain within the project limits, there are elevation gains that reduce truck and transit speeds creating a differential in vehicle speeds, promoting unsafe passing. These challenges result in the inability to address climate and equity goals in this rural community.

Programming Change Requested

Reason for Proposed Change

The purpose of this project is to enhance connectivity for the rural community in Nevada County including rural communities along State Route 49 from La Barr Meadows Road to McKnight Way. The project will improve safety, and mobility of vehicular, pedestrian, and cyclist traffic on State Route 49. This project will enhance daily commuting, mobility, freight, transit (Nevada County Connects, fixed route transit, Route 5 Commuter Service to Auburn Multi-modal Station), essential services and provide a long-term benefit for emergency readiness for evacuations caused by climate change stressors through construction of roundabouts, and intersection signalization. Providing access management and bringing the facility to current standards will provide safer travel and better mobility for cyclists and pedestrians. The proposed 8 to 10-foot shoulders and the installation of rumble strips will alert drivers leaving the travel way and shoulders, as well as provide additional recovery area for drivers to self-correct, as well as providing space for cyclists, pedestrians, local services, disabled vehicles, enforcement vehicles and emergency responders. The project will allow vehicles to move on their way as slower moving vehicles use climbing lanes. This will provide safer travel to buses and automobiles by eliminating the conflict of high-speed vehicle movements with low speed movements. Additionally, safe space refuge is proposed for left-turn movements away from the through traffic lanes also known as "Two-Way Left-Turn Lanes". A proposed wildlife crossing will allow wildlife to move through the landscape more successfully and better adapt as climate changes alter vegetation types. 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 Nevada 49 Corridor Improvement project will be developed in a multi-phased approach. To date, the Nevada Corridor Improvement Project has garnered \$11,000,000. The \$3,000,000 in Interregional Transportation Improvement Funds will complete critical right of way and construction activities for the truck climbing lane in the southbound direction.

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
Cameron Knudson for Sam Vandell	<i>Cameron Knudson</i>	Project Manager	08/18/2021

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	10/13/2021 07:53:42
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
03			9886	Capitol Corridor Joint Powers Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Placer	CC			Placer County Transportation Planning Agency	
Sacramento	CC			MPO	Element
				NON-MPO	Rail
Project Manager/Contact			Phone	Email Address	
James Allison			510-910-5162	jalliso@bart.gov	

Project Title

Sacramento to Roseville 3rd Mainline Track

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

The Sacramento to Roseville Third Mainline - Phase One addition of the third main line starts in Sacramento County, near UP Milepost 100.99 at the westernmost limit and extends to approximately UP Milepost 107.74 in the City of Roseville in Placer County. Utility relocations, trackside ditches, new utilities, railroad signals, and earthwork are included to accommodate the new track. The layout of the third mainline reserves flexibility for future construction of a fourth main line by UPRR, should that ever be needed for railroad capacity in the future. Right of way fencing will be provided along portions of the alignment in areas that have residential and commercial adjacency to provide improved protection against unauthorized public access to the tracks provide enhanced safety and security. The project will include one new railroad bridge over Dry Creek. Five private and public grade at-grade crossings are situated along the alignment.

Component	Implementing Agency
PA&ED	Capitol Corridor Joint Powers Authority
PS&E	Capitol Corridor Joint Powers Authority
Right of Way	Capitol Corridor Joint Powers Authority
Construction	Capitol Corridor Joint Powers Authority

Legislative Districts

Assembly:	6	Senate:	1	Congressional:	4
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Project Milestone	Existing	Proposed
Project Study Report Approved	11/15/2016	
Begin Environmental (PA&ED) Phase		01/15/2012
Circulate Draft Environmental Document Document Type EIR		11/18/2015
Draft Project Report		11/15/2016
End Environmental Phase (PA&ED Milestone)		11/18/2015
Begin Design (PS&E) Phase		08/01/2017
End Design Phase (Ready to List for Advertisement Milestone)		07/18/2022
Begin Right of Way Phase		12/01/2017
End Right of Way Phase (Right of Way Certification Milestone)		06/30/2023
Begin Construction Phase (Contract Award Milestone)		03/01/2023
End Construction Phase (Construction Contract Acceptance Milestone)		03/30/2027
Begin Closeout Phase		03/01/2027
End Closeout Phase (Closeout Report)		05/16/2027

Date 10/13/2021 07:53:42

Purpose and Need

The Project is needed to provide a car-free alternative to mobility within the Northern California megaregion. Roseville and /Placer County are one of the fastest growing cities/regions in California and there is only one Capitol Corridor round trip per day serving this burgeoning market. This project is needed to add two more round trips (for a total of three round trips) to triple the amount of intercity passenger rail service to/from this area growing region. In addition to providing the travelling public greater choice, accessible travel opportunity, this project is needed to provide highway congestion relief, improve air quality, and reduce greenhouse gas emissions. The CCJPA Board has identified this as a priority project.

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

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Miles of new track	Miles	7.2

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	0	22,920	-22,920
Accessibility	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	6	2	4

District	County	Route	EA	Project ID	PPNO
03	Placer, Sacramento	CC, CC			9886

Project Title
 Sacramento to Roseville 3rd Mainline Track

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Capitol Corridor Joint Powers Author
PS&E									Capitol Corridor Joint Powers Author
R/W SUP (CT)									Capitol Corridor Joint Powers Author
CON SUP (CT)									Capitol Corridor Joint Powers Author
R/W									Capitol Corridor Joint Powers Author
CON									Capitol Corridor Joint Powers Author
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	3,530							3,530	
PS&E	10,317							10,317	
R/W SUP (CT)	40							40	
CON SUP (CT)									
R/W	335							335	
CON		156,628						156,628	
TOTAL	14,222	156,628						170,850	

Fund #1:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Capitol Corridor Joint Powers Author
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Partially allocated at present
PS&E	2,886							2,886	
R/W SUP (CT)	40							40	
CON SUP (CT)									
R/W									
CON		5,553						5,553	
TOTAL	2,926	5,553						8,479	

Fund #2:	State Bond - Prop 1A (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	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)									Partially allocated at this time
PS&E	5,492							5,492	
R/W SUP (CT)									
CON SUP (CT)									
R/W	248							248	
CON		46,230						46,230	
TOTAL	5,740	46,230						51,970	
Fund #3:	State Bond - Prop 1B (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	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)									Partially allocated at this time
PS&E	1,939							1,939	
R/W SUP (CT)									
CON SUP (CT)									
R/W	87							87	
CON		16,225						16,225	
TOTAL	2,026	16,225						18,251	

Fund #4:	Other State - State Railroad Assistance (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Capitol Corridor Joint Powers Author
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									Funds allocated to CCJPA and self-programmed for project
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)									
E&P (PA&ED)									CMAQ (via a ARP fund swap by SACOG \$2M, previously was RTIP instead of CMAQ); Solutions for Congested Corridors (via PCTPA \$25M); CRISI (Federal Railroad Administration (\$29.62M 11/29/21 application))
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		56,620						56,620	
TOTAL		56,620						56,620	

Fund #6:	IIP - STIP-IIP (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Capitol Corridor Joint Powers Author
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		30,000						30,000	
TOTAL		30,000						30,000	

Fund #7:	IIP - STIP-IIP (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Capitol Corridor Joint Powers Author
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,530							3,530	Used for CEQA and initial design - already expended
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,530							3,530	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	10/12/2021 20:20:38
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
07			9887	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agen	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Ventura	LOS	405.600	412.500		
				MPO	Element
				SCAG	Rail
Project Manager/Contact			Phone	Email Address	
James Campbell			714-560-5390	jcampbell@octa.net	

Project Title

Leesdale Passing Siding

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

Extension of the current Leesdale Siding between Oxnard and Camarillo, California. This project is based in a rural area between MP 405.6-412.6 within the Ventura Subdivision of the LOSSAN Rail Corridor. The current siding is ~3,700 feet, but would be extended nearly 3 miles west.

Component	Implementing Agency
PA&ED	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (
PS&E	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (
Right of Way	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (
Construction	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (

Legislative Districts

Assembly:	37,44	Senate:	19	Congressional:	26
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		08/01/2022
Circulate Draft Environmental Document Document Type		05/01/2023
Draft Project Report		09/01/2023
End Environmental Phase (PA&ED Milestone)		10/01/2023
Begin Design (PS&E) Phase		12/01/2023
End Design Phase (Ready to List for Advertisement Milestone)		07/01/2024
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		10/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)		11/01/2026
Begin Closeout Phase		11/01/2026
End Closeout Phase (Closeout Report)		11/01/2027

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Purpose and Need

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

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

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Miles of new track	Miles	3

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	0	0.2	-0.2
System Reliability	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	91	90	1

District	County	Route	EA	Project ID	PPNO
07	Ventura	LOS			9887

Project Title
 Leeddale Passing Siding

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Los Angeles-San Diego-San Luis Ob
PS&E									Los Angeles-San Diego-San Luis Ob
R/W SUP (CT)									Los Angeles-San Diego-San Luis Ob
CON SUP (CT)									Los Angeles-San Diego-San Luis Ob
R/W									Los Angeles-San Diego-San Luis Ob
CON									Los Angeles-San Diego-San Luis Ob
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)		1,000						1,000	
PS&E		2,500						2,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			22,500					22,500	
TOTAL		3,500	22,500					26,000	

Fund #1:	Federal Disc. - Earmark Repurposing (Uncommitted)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)		1,000						1,000	
PS&E		2,500						2,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,500					2,500	
TOTAL		3,500	2,500					6,000	

Fund #2:	IIP - STIP Augmentation (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									Notes
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			20,000					20,000	
TOTAL			20,000					20,000	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	10/12/2021 17:32:43
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
75			9888	San Joaquin Joint Powers Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Joaquin					
				MPO	Element
				SJCOG	Rail
Project Manager/Contact			Phone	Email Address	
Paul Herman			209-487-4630	paul@acerail.com	

Project Title

San Joaquin Street Station Layover Track

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

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

Component	Implementing Agency
PA&ED	San Joaquin Regional Rail Commission
PS&E	San Joaquin Joint Powers Authority
Right of Way	San Joaquin Regional Rail Commission
Construction	San Joaquin Joint Powers Authority

Legislative Districts

Assembly:	13	Senate:	5	Congressional:	9
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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)		
Begin Design (PS&E) Phase		06/30/2022
End Design Phase (Ready to List for Advertisement Milestone)		12/31/2022
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		07/01/2023
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2024
Begin Closeout Phase		07/01/2024
End Closeout Phase (Closeout Report)		09/30/2024

Date 10/12/2021 17:32:43

Purpose and Need

The project will provide a fourth San Joaquin train roundtrip serving the Sacramento area and to ensure convenient, reliable connections in Stockton for passengers traveling to/from the Sacramento area, without exceeding capacity restrictions south of Stockton. The project will also provide the opportunity to make future additional passenger rail connections to Sacramento for five San Joaquins trains that go from the San Joaquin Valley to the Bay Area. Station access improvements at San Joaquin Street Station would improve passenger safety and convenience and provide added capacity and amenities to promote increased ridership at the station.

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

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Miles of new track	Miles	2

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Throughput	TCEP	Change in Rail Volume That Can Be Accommodated	# of Trailers	1	0	1
			# of Containers	0	0	0

District	County	Route	EA	Project ID	PPNO
75	San Joaquin				9888

Project Title
 San Joaquin Street Station Layover Track

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									San Joaquin Regional Rail Commiss
PS&E									San Joaquin Joint Powers Authority
R/W SUP (CT)									San Joaquin Regional Rail Commiss
CON SUP (CT)									San Joaquin Joint Powers Authority
R/W									San Joaquin Regional Rail Commiss
CON									San Joaquin Joint Powers Authority
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E		1,000						1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			6,000					6,000	
TOTAL		1,000	6,000					7,000	

Fund #1: IIP - STIP - Federal/State (Uncommitted) Program Code

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans District 10
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E		1,000						1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			6,000					6,000	
TOTAL		1,000	6,000					7,000	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	10/08/2021 12:40:51
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
04			9889	Caltrans HQ		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Sonoma	SMA	59.900	62.900	Sonoma Marin Area Rail Transit		
				MPO	Element	
				MTC	Rail	
Project Manager/Contact			Phone	Email Address		
Joanne Parker			707-794-3062	jparker@sonomamarintrain.org		

Project Title

SMART Windsor Rail Systems Project

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

In Sonoma County between Sonoma County Airport SMART station to the Town of Windsor.

The SMART Windsor Rail Systems Project is part of an overall transportation network extension that has 30% of construction and earlier phases completed. This project will fund the rail systems hardware, software and associated onboard and control center costs for testing and re-launching of revenue rail service for the publicly owned SMART passenger and freight rail system over three-miles between the Sonoma County Airport Station/SMART Rail Operations Center and the Town of Windsor. The project includes federally mandated Positive Train Control (PTC) and all necessary railroad systems and communication hardware and software, and includes a public/private partnership for broadband access for public agencies/schools.

Component	Implementing Agency
PA&ED	Sonoma Marin Area Rail Transit
PS&E	Sonoma Marin Area Rail Transit
Right of Way	Sonoma Marin Area Rail Transit
Construction	Sonoma Marin Area Rail Transit

Legislative Districts

Assembly:	2,4,10	Senate:	2,3	Congressional:	2,5
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		01/01/2000
Circulate Draft Environmental Document	Document Type	
Draft Project Report		11/21/2005
End Environmental Phase (PA&ED Milestone)		06/01/2008
Begin Design (PS&E) Phase		08/01/2009
End Design Phase (Ready to List for Advertisement Milestone)		09/01/2018
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		09/30/2019
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2023
Begin Closeout Phase		12/29/2023
End Closeout Phase (Closeout Report)		03/01/2024

Date 10/08/2021 12:40:51

Purpose and Need

The SMART Windsor Rail System Extension, of which this discrete systems component is a part, will address many challenges in the northern San Francisco Bay Area, including providing high quality transit travel options further into the North Coast region, multimodal connectivity, rehabilitating existing underutilized public transportation infrastructure, supporting transit oriented and affordable housing development, reducing vehicle miles traveled, supporting economic development through freight rail service and bringing tourists to the region, each with lower greenhouse gas emissions impact than current funding allows. SMART's average passenger trip length is 22-25 miles with significant percentages of riders accessing the system through bus, bicycle and walking for the first and last mile. The project also provides greater emergency resilience with a second ingress/egress from SMART's Rail Operations Center (ROC) and the mainline, supplying critical system redundancies for use during emergencies for evacuations and/or supply and personnel deliver logistics. Finally, the project includes continuing successful public-private partnership between SMART and the internet service provider Sonic to bring high speed fiber optic, broadband internet services to communities along the SMART rail corridor and improve public access, including public school access, to telecommunications services throughout SMART's and Sonic's service areas.

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

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Miles of new track	Miles	3.1
Rail/ Multi-Modal	Miles of new track	Miles	0.5
Rail/ Multi-Modal	New stations	EA	1
Rail/ Multi-Modal	Grade separations/ rail crossing improvemnets	EA	5
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	3.1

Date 10/08/2021 12:40:51

Additional Information

This project has completed 30% of construction and has been put on hold due to original funds committed to the project have been the subject of ongoing litigation with outside parties not related to SMART, which resulted in the halting of the project mid-construction.

This project is located in a State-designated AB1550 Low Income community and the six Federally recognized Tribal Nations in the Metropolitan Transportation Commission-region are located in Sonoma County, including recent land taken into trust near the future SMART Windsor Station. This project is included in State and Regional plans, including the State Rail Plan and the Metropolitan Transportation Commission's Plan Bay Area 2040 and 2050. SMART's expansion northward has been endorsed through the Plan Bay Area 2040 Tribal consultation process and from Tribal Nations through the Plan Bay Area 2050 process currently underway.

Once funds are secured and the project contractor re-mobilized, completion and start of revenue service is anticipated within 16 months.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	106,212	0	106,212
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	4.2	0	4.2

District	County	Route	EA	Project ID	PPNO
04	Sonoma	SMA			9889

Project Title
 SMART Windsor Rail Systems Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Sonoma Marin Area Rail Transit
PS&E									Sonoma Marin Area Rail Transit
R/W SUP (CT)									Sonoma Marin Area Rail Transit
CON SUP (CT)									Sonoma Marin Area Rail Transit
R/W									Sonoma Marin Area Rail Transit
CON									Sonoma Marin Area Rail Transit
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	5,771	10,000						15,771	
TOTAL	5,771	10,000						15,771	

Fund #1: Other Fed - Federal Railroad Administration CRISI (Committed) Program Code

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Committed to project in FY2018-19 and approximately 75% expended.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	5,000							5,000	
TOTAL	5,000							5,000	

Fund #2:	IIP - Interregional Transportation Improvement Program (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		10,000						10,000	
TOTAL		10,000						10,000	
Fund #3:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Committed in 2017/18. Grant has been executed and funds 100% expended. Systems portion of grant only shown here.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	771							771	
TOTAL	771							771	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	10/13/2021 11:31:16	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
05			9890	City of King			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Monterey	101	R 40.335					
				MPO	Element		
				SLOCOG	Rail		
Project Manager/Contact			Phone	Email Address			
Octavio Hurtado, PE			831-386-5927	ohurtado@kingcity.com			

Project Title

King City Platform & Multimodal Station - Phase One

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

The project includes re-establishing the historic 1886 passenger rail station “King’s Station” as part of the new Amtrak long-distance Coast Starlight rail service. The Project includes construction of a new 1200 LF accelerated access platform, parking lot , staging area for Fort Hunter Liggett, track realignment, siding extension and roadway and crossing modifications.

The Proposed King City Station is located in King City between the existing UPRR Coast Subdivision tracks and 1st Street, south of Broadway Street and north of the San Lorenzo Creek.

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

Legislative Districts

Assembly:	30	Senate:	12	Congressional:	20
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Project Milestone	Existing	Proposed
Project Study Report Approved	09/30/2021	
Begin Environmental (PA&ED) Phase		10/01/2021
Circulate Draft Environmental Document Document Type CE		
Draft Project Report		08/27/2021
End Environmental Phase (PA&ED Milestone)		08/31/2022
Begin Design (PS&E) Phase		05/21/2020
End Design Phase (Ready to List for Advertisement Milestone)		08/31/2022
Begin Right of Way Phase		01/01/2023
End Right of Way Phase (Right of Way Certification Milestone)		06/30/2023
Begin Construction Phase (Contract Award Milestone)		02/01/2023
End Construction Phase (Construction Contract Acceptance Milestone)		12/31/2024
Begin Closeout Phase		01/01/2025
End Closeout Phase (Closeout Report)		06/30/2025

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Purpose and Need

In light of recent investments in Santa Barbara County and Monterey County, there are new opportunities to integrate rail and bus planning to efficiently close the gap on the Central Coast. This includes planning for connections to the Central Valley.

The Amtrak-managed Coast Starlight service currently operates between Salinas and Paso Robles without stopping anywhere along this 100-mile section of the Central Coast. Although a rail station ("King's Station") was first opened in the City of King in 1886, the city and surrounding areas are not currently served by any rail service, even though the rail corridor is within walking distance of most of the town. Additionally, the City of King acts as the gateway to the nearby United States Army Garrison Fort Hunter-Liggett, which has seen significantly increased activity since the 9/11 terrorist attacks.

King City is identified as a priority for service by 2027 in the 2018 California State Rail Plan. It will allow for the existing Coast Starlight to make a local stop in King City and provide more access along the central coast as well as for potential future service increases.

The increased rail and express bus services will provide new opportunities for access to local and regional low-income communities and disadvantaged communities along the Coast Rail Corridor. Optimized transit connections will help the transit dependent population, particularly for the low income population in the King City and the surrounding communities. King City is considered a low-income community.

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

Project Outputs

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

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Additional Information

In order to construct the accelerated access platform and track alignment modifications and provide accessibility to residents and businesses on both sides of the track certain roadway and crossing modifications or improvements are required.

Pearl Street Crossing Closure and temporary Railroad Avenue - The proposed accelerated access platform will extend through the existing crossing at Pearl Street, requiring closure of the crossing. The crossing warning equipment and track panels will be removed. To the west of the tracks, Pearl Street will provide access to the station parking area. To the east, Pearl will be closed and converted to a cul-de-sac and a temporary connection along Railroad Avenue will provide access to either a new Broadway Street railroad crossing or to existing Bitterwater Road. The ultimate buildout of Railroad Avenue will be completed separately as part of the development of the area east of the tracks.

Broadway Street Crossing – Approval for a proposed new crossing. A proposed new railroad crossing at Broadway Street is part of the City's long-term plan and is anticipated to replace existing access provided at Pearl Street as well as provide access between future development east of the tracks and the Historic Downtown area. The Broadway crossing is a vital part of the overall project and future developments for the City, and is anticipated to be completed in Phase One of the development.

Bitterwater Road and San Antonio Drive Crossings – These existing crossings may be modified slightly as track alignments are adjusted and associated minor modifications to railroad and roadway infrastructure will take place to accommodate any track realignment. Additionally minor signage and striping or other modifications may be required to bring the crossings up to current standards. The impacts are anticipated to be minimal.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	661,881	0	661,881

District	County	Route	EA	Project ID	PPNO
05	Monterey	101			9890

Project Title
 King City Platform & Multimodal Station - Phase One

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									City of King
PS&E									City of King
R/W SUP (CT)									City of King
CON SUP (CT)									City of King
R/W									City of King
CON									City of King
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E	1,501							1,501	
R/W SUP (CT)									
CON SUP (CT)									
R/W				2,000				2,000	
CON				25,750				25,750	
TOTAL	1,501			27,750				29,251	

Fund #1:	Other State - State Rail Assistance (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									CalSTA State Rail Assistance (SRA)
PS&E	1,501							1,501	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,501							1,501	

Fund #2:	IIP - Interregional Transportation Improvement Program (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Interegional Transportation Improvement Program (ITIP)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				7,500				7,500	
TOTAL				7,500				7,500	
Fund #3:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Pursuing \$6,375,000 in CalSTA funding and \$13,875,000 in Amtrak funding
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W				2,000				2,000	
CON				18,250				18,250	
TOTAL				20,250				20,250	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	10/12/2021 17:52:29
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
08			9891	Riverside County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
VAR				Caltrans HQ	
				MPO	Element
				SCAG	Rail
Project Manager/Contact			Phone	Email Address	
Sheldon Peterson			951-787-7141	SPeterson@RCTC.org	

Project Title

Coachella Valley-San Gorgonio Pass Rail Corridor Service

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

IN RIVERSIDE COUNTY - FOR RCTC/CALTRANS - INTERCITY RAIL SERVICE BETWEEN LOS ANGELES UNION STATION TO COACHELLA VALLEY (144 MILES, TIER 1 FOR 2 ROUNDTRIPS PER DAY). PAED TIER 2 PROJECT-LEVEL ENVIRONMENTAL FOR ANALYSIS OF UP TO SIX (6) STATION LOCATIONS AND DESIGN, AND UP TO 76 MILES OF 3RD TRACK BETWEEN COLTON TO COACHELLA VALLEY (4-5 ROUNDTRIPS PER DAY). LATER PHASES OF THE PROJECT, INCLUDING CONSTRUCTION, WOULD BE FUNDED BY OTHER SOURCES INCLUDING, BUT NOT LIMITED TO, VARIOUS LOCAL, STATE, AND FEDERAL SOURCES.

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

Legislative Districts

Assembly: 65,68,40,42,47,51,53,55,56,57,58,60 Senate: 32,33,20,37,23,24,28,29,31 Congressional: 34,36,38,39,40,41,42,45,46,31

Project Milestone	Existing	Proposed
Project Study Report Approved	09/30/2021	
Begin Environmental (PA&ED) Phase		07/01/2023
Circulate Draft Environmental Document Document Type EIR/EIS		07/01/2029
Draft Project Report		12/31/2029
End Environmental Phase (PA&ED Milestone)		06/01/2030
Begin Design (PS&E) Phase		06/30/2029
End Design Phase (Ready to List for Advertisement Milestone)		12/31/2030
Begin Right of Way Phase		06/30/2029
End Right of Way Phase (Right of Way Certification Milestone)		12/31/2030
Begin Construction Phase (Contract Award Milestone)		07/01/2030
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2033
Begin Closeout Phase		01/01/2034
End Closeout Phase (Closeout Report)		06/30/2034

Date 10/12/2021 17:52:29

Purpose and Need

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

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

Project Outputs

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

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Additional Information

Current project benefits are based on Tier 1 Program-level environmental which includes 2 roundtrips per day. Proposed Tier 2 Project-level environmental to include 4-5 roundtrips per day as the baseline. Long term project benefits to align with State Rail Plan which is to include hourly service.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	86.7	87.4	-0.7
			PM 10 Tons	215	216.7	-1.7
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	10	10.1	-0.1
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	9.3	9.4	-0.1
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	1,903.4	1,918.8	-15.4
LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	78.8	79.4	-0.6	

District	County	Route	EA	Project ID	PPNO
08	VAR				9891
Project Title					
Coachella Valley-San Gorgonio Pass Rail Corridor Service					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Riverside County Transportation Com
PS&E									Riverside County Transportation Com
R/W SUP (CT)									Riverside County Transportation Com
CON SUP (CT)									Riverside County Transportation Com
R/W									Riverside County Transportation Com
CON									Riverside County Transportation Com
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	5,085		60,000					65,085	
PS&E							100,000	100,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W							123,250	123,250	
CON							1,284,100	1,284,100	
TOTAL	5,085		60,000				1,507,350	1,572,435	

Fund #1:	IIP - ITIP (Uncommitted)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)			10,000					10,000	ITIP
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			10,000					10,000	

Fund #2:	RIP - STIP Advance Construction (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	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)			15,658					15,658	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			15,658					15,658	
Fund #3:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	5,085		34,342					39,427	PAED prior funds from FRA, STA, and PTIMSEA. Future funds to include SRA, CRISI, and Amtrak.
PS&E							100,000	100,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W							123,250	123,250	
CON							1,284,100	1,284,100	
TOTAL	5,085		34,342				1,507,350	1,546,777	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	10/12/2021 17:32:16	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
75			9892	San Joaquin Joint Powers Authority			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Sacramento		121.300	123.900				
				MPO	Element		
				SACOG	Rail		
Project Manager/Contact			Phone	Email Address			
Brian Shmidt			209-944-6241	brian@acerrail.com			

Project Title

Philips Siding Rehabilitation

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

The Philips Siding Rehabilitation project is located within Elk Grove in Sacramento County. The project is on the UPRR Sacramento Subdivision is located from MP 121.3 to MP 123.9. The project will require replacing the southern switch with a #20 turnout and rehabilitating the existing siding to mainline track standards. The Philips Siding Rehabilitation project is a necessary component of the Valley Rail Sacramento Extension, a proposed passenger rail service between Stockton and Sacramento with further connections to San Jose, Ceres, and Bakersfield. Once deployed, the improvements will provide 7 round trips to Sacramento, with service terminating in Natomas.

Component	Implementing Agency
PA&ED	San Joaquin Regional Rail Commission
PS&E	San Joaquin Joint Powers Authority
Right of Way	San Joaquin Regional Rail Commission
Construction	San Joaquin Joint Powers Authority

Legislative Districts

Assembly:	9	Senate:	6	Congressional:	7
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Project Milestone	Existing	Proposed
Project Study Report Approved	08/31/2021	
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document		
Draft Project Report		12/31/2021
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		03/31/2022
End Design Phase (Ready to List for Advertisement Milestone)		07/01/2022
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		09/30/2022
End Construction Phase (Construction Contract Acceptance Milestone)		03/31/2023
Begin Closeout Phase		03/31/2023
End Closeout Phase (Closeout Report)		04/30/2023

Date 10/12/2021 17:32:16

Purpose and Need

The project will rehabilitate the existing Philips Siding to mainline track standards. The project is needed as double tracks will be provided along the UPRR Sacramento Subdivision north of the project limits with the proposed Elk Grove Double Track project. If the Philips Siding is not rehabilitated to mainline track standards this would be inconsistent with track improvements proposed along the corridor that are intended to improve safety for trains in passing situation and support increased train speeds in the corridor. The track improvements to the UPRR Sacramento Subdivision are required for implementation of Valley Rail service, including a total of 7 round trips serving Sacramento.

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

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Miles of rehabilitated track	Miles	2.6

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Accessibility	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	6	0	6

District	County	Route	EA	Project ID	PPNO
75	Sacramento				9892

Project Title
 Philips Siding Rehabilitation

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									San Joaquin Regional Rail Commiss
PS&E									San Joaquin Joint Powers Authority
R/W SUP (CT)									San Joaquin Regional Rail Commiss
CON SUP (CT)									San Joaquin Joint Powers Authority
R/W									San Joaquin Regional Rail Commiss
CON									San Joaquin Joint Powers Authority
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E	673							673	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		6,509						6,509	
TOTAL	673	6,509						7,182	

Fund #1: IIP - STIP - Federal/State (Committed) Program Code

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans District 10
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		6,509						6,509	
TOTAL		6,509						6,509	

Fund #2:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									Notes
PS&E	673							673	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	673							673	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	10/12/2021 17:32:29	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
75			9893	San Joaquin Joint Powers Authority			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Sacramento		122.500	127.500				
				MPO	Element		
				SACOG	Rail		
Project Manager/Contact			Phone	Email Address			
Brian Shmidt			209-944-6241	brian@acerrail.com			

Project Title

Elk Grove to Philips Siding Rail Operational and Capacity Improvements Project

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

The Elk Grove to Philips Siding Rail Operational and Capacity Improvements Project would be constructed between mile post 122.5 and mile post 127.75 along the UPRR Sacramento Subdivision. The project extend the existing Philips Siding 4.4 miles to connect with the proposed Elk Grove Station siding, creating an overall approximately 7.1-mile-long second main track that will serve trains entering the proposed Elk Grove Station. The existing siding switches will be upgraded to allow for increased train speed. The project will also include modifications to numerous existing private and public crossings, bridges, and culverts within the project limits. The Project is a necessary component of the Valley Rail Sacramento Extension, a proposed passenger rail service between Stockton and Sacramento with further connections to San Jose, Ceres, and Bakersfield. Once deployed, the improvements will provide 7 round trips to Sacramento, with service terminating in Natomas.

Component	Implementing Agency
PA&ED	San Joaquin Joint Powers Authority
PS&E	San Joaquin Joint Powers Authority
Right of Way	San Joaquin Regional Rail Commission
Construction	San Joaquin Joint Powers Authority

Legislative Districts

Assembly:	9	Senate:	6	Congressional:	7
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		06/30/2022
Circulate Draft Environmental Document Document Type EIR/CE		12/31/2022
Draft Project Report		03/30/2023
End Environmental Phase (PA&ED Milestone)		03/30/2023
Begin Design (PS&E) Phase		07/01/2023
End Design Phase (Ready to List for Advertisement Milestone)		06/30/2024
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		09/30/2024
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2025
Begin Closeout Phase		07/01/2025
End Closeout Phase (Closeout Report)		09/30/2025

Date 10/12/2021 17:32:29

Purpose and Need

The project will increasing train speeds in the corridor which will provide benefits to the San Joaquins service, ACE, and UPRR. Allowing the ACE service to operate up to four (4) daily rounds trips to Natomas will greatly increase the transportation options for residents throughout the existing and proposed corridors.

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

Project Outputs

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

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Accessibility	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	6	0	6

District	County	Route	EA	Project ID	PPNO
75	Sacramento				9893

Project Title
 Elk Grove to Philips Siding Rail Operational and Capacity Improvements Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									San Joaquin Joint Powers Authority
PS&E									San Joaquin Joint Powers Authority
R/W SUP (CT)									San Joaquin Regional Rail Commiss
CON SUP (CT)									San Joaquin Joint Powers Authority
R/W									San Joaquin Regional Rail Commiss
CON									San Joaquin Joint Powers Authority
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		1,948						1,948	
PS&E			5,846					5,846	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					45,522			45,522	
TOTAL		1,948	5,846		45,522			53,316	

Fund #1:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Uncommitted)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	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					45,522			45,522	
TOTAL					45,522			45,522	

Fund #2:	IIP - STIP - Federal/State (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 10
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)		1,948						1,948	Notes
PS&E			5,846					5,846	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		1,948	5,846					7,794	

Appendix C – ITIP Public Comments

The California Transportation Commission (Commission) will hold two hearings, one in Northern California and one in Southern California. For the 2022 ITIP, the Commission will hold the north hearing virtually on November 1, 2021. The south hearing will be held virtually on November 8, 2021. Both hearings will be recorded for those who are unable to attend the hearings in person. In addition to the hearings, formal comments may be sent to OCIP@dot.ca.gov email until November 15.

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