

Draft 2020 Interregional Transportation Improvement Program (ITIP)



California Department of Transportation
DIVISION OF TRANSPORTATION PROGRAMMING | OCTOBER 1, 2019



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* Senate Bill 486 (DeSaulnier, 2014) requires that the Department submit the Draft Interregional Transportation Improvement Program (ITIP) to the California Transportation Commission (Commission) by October 15 of each odd-numbered year and that two public hearings be held in regard to the interregional program; one in Northern California and one in Southern California, no later than November 15 of that same year. For the 2020 ITIP, the Commission will hold the north hearing in the City of Modesto on October 8, 2019. The south hearing will be held in the City of Santa Ana on October 15, 2019. Both hearings will be webcast and 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, 2019. Summaries of comments received, and the Department's responses will be included in the Appendix B 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/transportation-programming/office-of-capital-improvement-programming-ocip>

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Executive Summary

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

California Government Code Section 14526:

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

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

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

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

include supporting a growing economy, improving the livability of our communities, achieving greenhouse gas reduction targets and other environmental, economic, and social equity goals.

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

2020 Fund Estimate

On August 14, 2019, the Commission adopted the 2020 State Transportation Improvement Program (STIP) Fund Estimate (FE). The STIP FE is a biennial estimate of all resources available for the state's transportation infrastructure over the next five-year period, and establishes the program funding levels for the STIP. The 2020 STIP FE period covers fiscal years (FY) 2020-21 through 2024-25, with 2019-20 included as the base year. Road repair and Accountability Act of 2017 (SB 1) replaced the price-based excise tax with the incremental excise tax effective 2019-20 and set the rate at 17.3 cents per gallon with the provision to adjust it annually for inflation. After the transition from the price-based excise tax to the incremental excise tax, the revenues for the State Highway Account directed to fund the STIP will be stabilized.

STIP capacity over the 2020 five-year FE period has decreased compared to the capacity in the 2018 five-year FE period, going from \$3.3 billion in the 2018 FE to \$2.6 billion in the 2020 FE. The decrease is primarily attributable to a high level of pre-existing STIP project commitments for allocated and programmed projects.

The STIP consists of two broad programs, the regional program funded from 75 percent of new STIP funding and the interregional program funded from 25 percent of new STIP funding. The 2020 STIP Fund Estimate, which covers FYs 2020-21 through 2024-25, includes resources provided by SB 1. It includes a total of \$2.6 billion in STIP programming capacity, of which \$569,389,000 is the new capacity available for new programming. The 2020 FE provides capacity for \$516,975,000 of regional shares and \$52,414,000 of interregional shares. The lower than 25 percent share for ITIP in the 2020 cycle is due to the payback for over programming of projects using regular shares and for programming pre-construction project components using Advance Project Development Element (APDE) shares in the 2018 ITIP.

2020 ITIP Funding Capacity

The 2020 Fund Estimate provides \$52,414,000 in new, additional ITIP funding capacity beyond the \$572,967,000 carried forward from the 2018 ITIP. These new funds are available in FY 2024-25. This provides \$625,381,000 in ITIP funding capacity for the 2020 cycle.

2020 ITIP Proposal

1. Carry forward previously programmed 2018 ITIP projects for a total project cost of \$572,967,000.
2. Fund cost increases to three Highway projects carried forward from the 2018 ITIP for a total project cost increase of \$52,250,000, leaving \$164,000 in uncommitted 2020 ITIP programming capacity.
3. Delete one 2018 ITIP Rail project and replace it with an equal-value Rail project in the 2020 ITIP, resulting in a net-zero funding difference.
4. Delete three Highway projects from the 2018 ITIP project list to provide \$32,494,000 in uncommitted programming capacity.
5. Cost savings on Tulare SR 99 Tagus Highway project carried forward from the 2018 ITIP creates \$8,673,000 in uncommitted 2020 ITIP programming capacity.
6. Exchange \$20,000,000 in Proposition 1B Highway 99 Bond savings for currently programmed 2018 ITIP funding on the State Route (SR) 99 Tagus Highway project in Tulare County to provide \$20,000,000 in uncommitted 2020 ITIP programming capacity.
7. Retain \$61,331,000 in uncommitted 2020 ITIP programming capacity to be held in reserve for priority rail projects and other priorities aligned with Executive Order N-19-19.

All projects that are being proposed by the Department for the 2020 ITIP are consistent with the 2015 Interregional Transportation Strategic Plan (ITSP), past and existing investments on strategic corridors, and State transportation goals such as improving the intercity passenger rail system, improving highway safety, and investing in freight corridors to support economic competitiveness.

Introduction

The Department's 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) 2020 STIP Guidelines. The 2020 ITIP covers Fiscal Years (FY) 2020-21 through 2024-25.

The State Transportation Improvement Program (STIP) consists of two broad programs, the Regional Transportation Improvement Program (RTIP) funded from 75 percent of STIP funding and the ITIP funded from 25 percent of STIP funding. The 75 percent regional program is further subdivided by formula into county shares that fund projects nominated by Regional Transportation Planning Agencies (RTPA) to improve the transportation system within the region. Both the RTPAs and the Department are required to submit their final RTIPs and ITIP to the Commission by December 15 of each odd-numbered year. However, Senate Bill 486 (DeSaulnier, 2014), requires that the Department submit a Draft ITIP to the Commission by October 15 of each odd numbered year in addition to submitting the final ITIP in December. This is done so that the Commission has adequate time to review the document and provide comments and so that the document is available to the public and transportation stakeholders for an adequate time for review and comment in association with required public hearings.

As specified by law, the Department nominates ITIP, its 25 percent share of the STIP, with 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 Department's ITSP provides the framework that guides the identification of strategic corridors for the investment of ITIP funds and the facility concept that the investments are intended to achieve. Regional and local agencies work with the Department on identifying those projects.

Purpose of the ITIP

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

California Government Code Section 14526:

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

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

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

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

Statutory Requirements

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

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

- Up to 40 percent may be programmed to projects anywhere in the State subject to the north/south 40/60 split. Projects may be state highway, mass transit fixed guide-ways, 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 for projects in the South urbanized areas or other South area for non-IRRS projects.
3. No more than 16 percent for projects in the North urbanized areas or other North area for non-IRRS projects.

Commission Adopted 2020 STIP Fund Estimate

On August 14, 2019, the Commission adopted the 2020 STIP Fund Estimate. The STIP Fund Estimate is a biennial estimate, produced in odd-numbered years, of all state and federal funding sources (excepting federal discretionary grants) for the state's transportation infrastructure for the five-year period of the new STIP that will be adopted in the following even-numbered year. The 2020 STIP Fund Estimate established funding levels for STIP and State Highway Operation and Protection Program (SHOPP) for the 2020 STIP Fund Estimate period which covers FYs 2020-21 through 2024-25. The 2020 STIP Fund Estimate includes all applicable funding resources provided by the SB 1. Funds provided to the STIP are primarily derived from revenues collected by the price-based excise tax on gasoline.

The 2020 STIP Fund Estimate identifies net new capacity in the last two years added to the STIP, FYs 2023-24 and 2024-25 along with adjustments to available capacity in earlier years. The estimate incorporates the 2019-20 Budget Act and other 2019 legislation enacted prior to the Fund Estimate adoption. Programming in the 2020 STIP will be constrained by fiscal year, with most of the new programming available in the last two years of the STIP 2020.

The 2020 STIP Fund Estimate includes \$2.6 billion in programming capacity for STIP projects over the five-year STIP Fund estimate period of which \$569,389,000 is available for new STIP projects. This provides approximately \$52,414,000 of new capacity for the 2020 ITIP.

Commission Adopted 2020 STIP Guidelines

The Commission updated and adopted the 2020 STIP Guidelines and associated policies and procedures on August 14, 2019. A summary of the Commission priorities and changes made to the STIP Guidelines is outlined below:

1. Commission Expectations and Priorities for 2020 STIP
 - For the 2020 STIP, the Commission expects to give priority to the reprogramming of projects from the 2018 STIP, as amended and to program new projects to meet county shares for the period ending in FY 2023-24.
 - The Department should provide a list of the identified state highway and intercity rail needs to regional agencies and to the Commission by September 15, 2019.
 - Governor Edmond G. Brown issued Executive Order B-30-15 on April 29, 2015, related to climate change and ordering that a new interim statewide greenhouse gas emission reduction target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 is established. The order requires that State agencies shall take climate change into account in their planning and investment decisions and employ full life-cycle cost accounting to evaluate and compare infrastructure investments and alternatives.

2. Advance Project Development Element (APDE) in the 2020 STIP
 - There is no APDE capacity identified for the 2020 STIP.
 - In a departure from the general rule in the STIP Guidelines, projects programmed with APDE shares in FY 2019-20, may be proposed for deletion in a region's RTIP, if not allocated.
 - APDE projects programmed in FY 2019-20 where the Department is the implementing agency, may also be deleted, if work has not started on the programmed component.

3. Major Amendments to STIP Guidelines
 - Section 11 – Expanded the definition of Multi Modal Corridor: A corridor is defined as a largely linear geographic area including

various modes of transportation that facilitate the multi-modal movement of people and goods, support the economy, and connect communities, including cross-mode connections. A multi-modal corridor is generally defined by existing and forecasted travel patterns serving a particular travel market or markets affected by similar transportation needs and mobility issues. Origins and destinations, land use, place types, and existing and future development surrounding the transportation infrastructure also influences how the multi-modal corridor is defined. Pursuant to the applicable state and federal laws and statewide guidance, the Department and regional transportation agencies prepare corridor plans to identify multi-modal transportation projects that will meet state, regional, and local goals and benefit corridors around the state.

- Uncommitted funds: The Commission will consider programming projects with uncommitted funds only from the Solutions for Congested Corridors Program, Trade Corridors Enhancement Program, and Local Partnership Program. If the funding commitment is not secured with the adoption of the next programming cycle for these programs and alternative funding is not identified within six months, a STIP amendment will be required to delete the projects or substitute the project for a project that has a full funding plan commitment.
- Section 43 – For local projects not in the State Highway System, the GPS coordinates (longitude and latitude) and cross streets should be identified.
- Section 43 – Every project programmed in the STIP, new or carry-over project from the prior STIP, shall include a current funding plan (for existing projects, a revised Project Programming Request Form).
- Section 44 – State-Only Funding: All projects must follow the Federal-Aid Funding Guidelines as adopted by the Commission for State-Only funding.
- Section 64 – Allocation of Funds: Allowable reimbursable costs are eligible for reimbursement only after the Commission approves the allocation.

- Section 64A – Allocation of Right of Way Capital for Department implemented projects: Beginning in FY 2019-20 or later, projects programmed for right of way capital of \$10 million or more must receive Commission approval for project level allocations prior to expenditure of funds. If a project's Right of Way Capital initially falls below this threshold but increases to \$10 million or more, an individual project allocation will be required.

Impact of the Road Repair and Accountability Act of 2017 (SB 1) on the STIP funding

On April 6, 2017, the California Legislature passed Senate Bill 1, the Road Repair and Accountability Act, authored by Senator Jim Beall. Governor Edmond G. Brown signed the bill into State law. That bill provided the first significant, stable, and on-going increase in state transportation funding in more than two decades. A significant feature of SB1 law is that these new revenues are indexed to inflation so that their purchasing power does not diminish over time due to inflation. This certainty in future funding will enable effective long-term planning and project delivery for transportation corridors addressed by the ITIP.

Figure 1 below illustrates the dramatic fluctuations in available ITIP funding from cycle to cycle since the beginning of the ITIP in 1998. Although SB 1 did not add substantial new funding to the STIP, the new law does eliminate this tremendous variability and volatility.

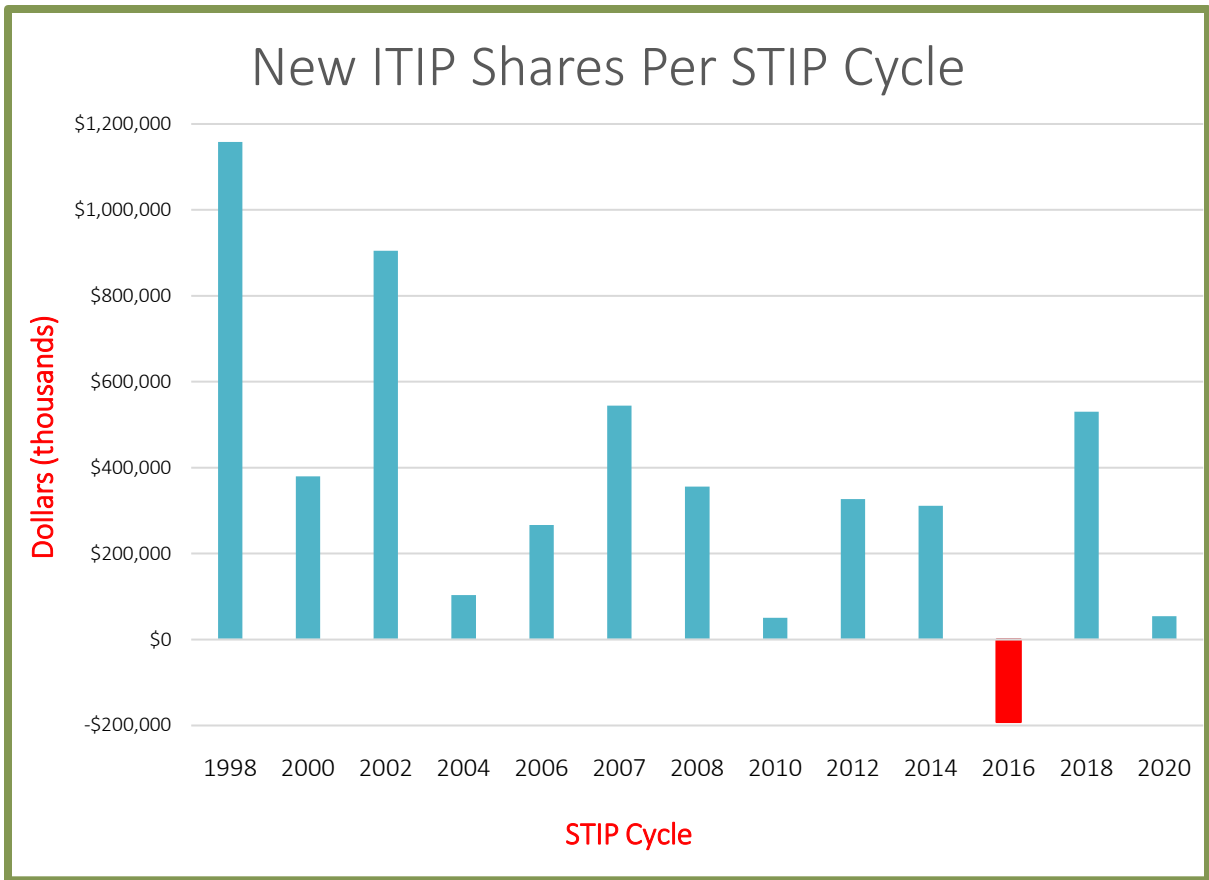


Figure 1: New ITIP Shares per STIP Cycle

Interregional Transportation Strategic Plan

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

The 2015 ITSP identified eleven Strategic Interregional Corridors (Figure 2) which enable significant interregional movement of people and goods between all the state's major regions. Project funding decisions for the 2020 ITIP were made consistent with the 2015 ITSP. The 2020 ITIP continues the investment priorities identified in the 2015 ITSP and moves the state closer to completing high priority projects and corridors.

The 2015 ITSP was approved in December 2015 and is consistent with the 2040 California Transportation Plan (CTP). The 2021 ITSP will be finalized by March 2021 and will be consistent with the 2050 CTP. The 2022 ITIP will be consistent with the investment priorities identified in the 2021 ITSP.

Interregional Transportation Strategic Plan

Strategic Interregional Corridors

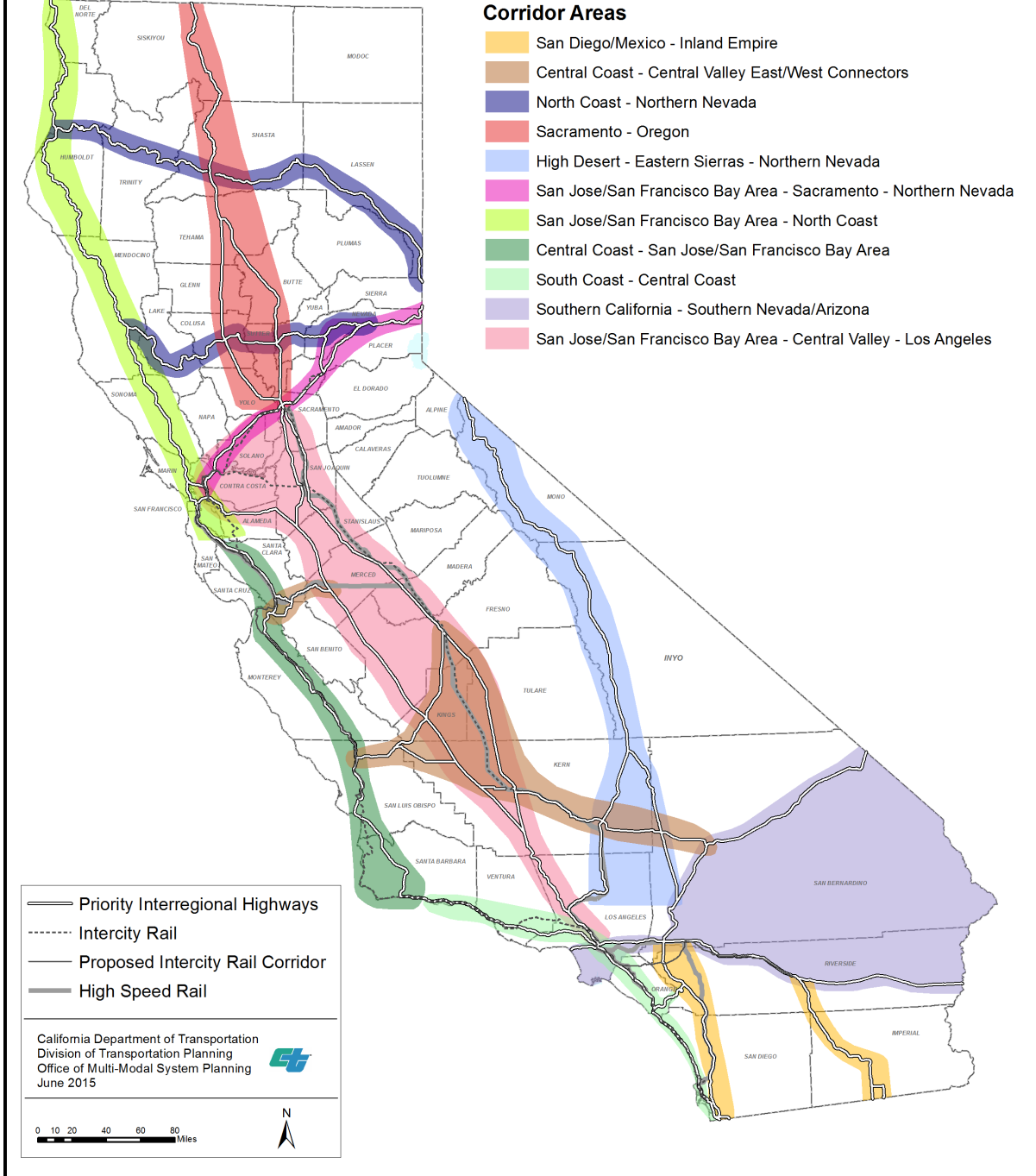


Figure 2: Strategic Interregional Corridors

Criteria for Measuring Performance and Cost-Effectiveness

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

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

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

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

When considering the application of interregional funding to projects, the following performance indicators are used to measure and prioritize projects for funding and consistency with the ITSP. All projects identified in the 2020 ITIP are found on one of the 11 Strategic Interregional Corridors, as outlined in the ITSP.

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

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

ACCESSIBILITY

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

RELIABILITY

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

SAFETY

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

- Does the project improve cross-median and cross-roadway agricultural equipment movement safety?

SUSTAINABILITY

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

ECONOMY

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

INTEGRATION

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

PARTNERING

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

2020 ITIP PROPOSAL

Both the 2015 ITSP and proposed 2020 ITIP have recommitted to continue working with regional partners. In particular, the Department works through its Districts with Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs) to ensure that the selected ITIP projects not only have interregional merit, but are also programmed in an RTP, as applicable, and help to meet regional as well as interregional transportation needs. Any project that is programmed in an RTP that is prepared by an MPO has also been determined by the region to be consistent with the Sustainable Community Strategy (SCS), as required by law via SB 375.

The 2020 STIP Fund estimate includes a total estimate of \$2.6 billion in program capacity for STIP projects over the five-year STIP Fund estimate period of which \$569,389,000 is the new STIP capacity (75 percent for RTIP and 25 percent for ITIP) projects. This translates to an approximate total of \$52,414,000 of new capacity for ITIP after accounting for the over programming of projects using regular shares and for programming pre-construction project components using APDE shares in the 2018 ITIP.

2020 ITIP Summary:

1. Total 2020 ITIP Capacity: This includes a total of \$572,967,000 of previous capacity in FY 2020-21, FY 2021-22, and FY 2022-23 and a total of \$52,414,000 of new capacity available in FY 2024-25.

Total 2020 ITIP Capacity: \$625,381,000

2. Carry forward previously programmed 2018 ITIP projects for a total project cost of \$572,967,000

Total Carryover Project Cost: -\$572,967,000

3. Project costs are escalated and updated for the 2020 ITIP cycle consistent with the 2020 STIP Guidelines. Fund cost increases to three Highway projects carried forward from the 2018 ITIP for a total project cost increase of \$52,250,000, leaving \$164,000 in uncommitted 2020 ITIP programming capacity.

- a. US 101- Eureka/Arcata Corridor Improvement Project in Humboldt County -\$20,716,000
- b. SR 46- Cholame Project in San Luis Obispo County -\$21,534,000
- c. SR 46/41 WYE Project in San Luis Obispo County -\$10,000,000

Total cost increase for highway projects: - \$52,250,000

4. Delete one 2018 ITIP Rail project and replace it with an equal-value Rail project in the 2020 ITIP resulting in a net zero funding difference

Total cost change for intercity rail projects: \$0

5. Deletion of three currently programmed 2018 projects that have not started the phase selected for deletion:

- a. SR 99 - South Madera 6 Lane Widening Project in Madera County (APDE) \$9,000,000
- b. SR 99 - Tulare City Widening in Tulare County (APDE) \$8,000,000
- c. SR 46 Antelope Grade Widening in San Luis Obispo County \$15,494,000

Total savings from deletions: \$32,494,000

6. Cost savings of \$8,673,000 on Tulare SR 99 Tagus Highway project carried forward from the 2018 ITIP creates uncommitted 2020 ITIP programming capacity.

Cost savings: \$8,673,000

7. Exchange \$20,000,000 in Proposition 1B Highway 99 Bond savings for currently programmed 2018 ITIP funding on the Tulare SR 99 Tagus Highway project to provide \$20,000,000 in uncommitted 2020 ITIP programming capacity.

Cost savings: \$20,000,000

8. Retain a total of \$61,331,000 in uncommitted 2020 ITIP programming capacity to be held in reserve for priority rail projects and other priorities aligned with Executive Order N-19-19.

Unprogrammed shares: \$61,331,000

Governor's Executive Order N-19-19

Transportation Systems: The California State Transportation Agency (CalSTA) is directed to invest its annual portfolio of \$5 billion toward construction, operations, and maintenance to help reverse the trend of increased fuel consumption and reduce greenhouse gas emissions associated with the transportation sector.

CalSTA, in consultation with the Department of Finance, is also directed to align transportation spending, programming and mitigation with the state's climate goals to achieve the objectives of the state's Climate Change Scoping Plan, where feasible.

Specifically, the Governor is ordering a focus for transportation investments near housing, and on managing congestion through innovative strategies that encourage alternatives to driving.

2022 STIP Cycle Expectations

Even though revenues were in line with the expectations, the available new funding capacity is smaller in the 2020 STIP cycle due to reasons such as paying back the over-programmed shares in the 2018 ITIP and also the APDE advance programming. Under the present funding methodology for the STIP and accounting for the SB 1 STIP funding fix, 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 ITIP can expect to see new programming capacity of about \$350 million over a two-year period or about \$175 million per year for future STIP cycles. Therefore, the 2022 STIP cycle is expected to have normal levels of funding capacity which would allow the programming of new projects/components.

Table 2: Carryover 2018 STIP Highway Projects with Carryover Funding Shown

Carryover 2018 STIP Highway Projects with Carryover Funding Shown (\$'s x 1000)																		
Co	RTE	PPNO	Project	Total	Prior	20-21	21-22	22-23	23-24	24-25	RW	CON	PAED	PSE	RW Sup	Con Sup	Notes	
HUM	101	0072	Eureka/Arcata Corridor Improvement	26,482	2,141	24,341	0	0	0	0	0	22,682	0	1,983	158	1,659	Carryover. See changes below.	
HUM	255	2389	Eureka/Arcata Restoration Project for Mitigation - 3 Parcels	11,160	11,160	0	0	0	0	0	1,736	6,551	646	956	251	1,020	FY 19/20 Delivery	
LAK	29	3121	Lake 29 Expressway - Segment 2B	5,100	5,100	0	0	0	0	0	0	0	0	5,100	0	0	Carryover	
LAK	29	3122	Lake 29 Expressway - Segment 2A	5,100	5,100	0	0	0	0	0	0	0	0	5,100	0	0	Carryover	
BUT	70	9801A	SR70 Passing Lanes (Segment 2)	6,600	1,800	4,800	0	0	0	0	900	4,200	0	400	500	600	Carryover	
BUT	70	9801B	SR 70 Passing Lanes (Segment 3)	10,900	2,300	0	8,600	0	0	0	650	7,500	0	300	600	750	1,100	Carryover
MON	156	0057C	Route 156 West Corridor	7,700	7,700	0	0	0	0	0	0	0	7,700	0	0	0	0	Carryover
SBT	156	0297	San Benito Route 156 Improvement Project	81,554	81,554	0	0	0	0	0	22,488	33,000	3,936	8,410	2,720	11,000	FY 19/20 Delivery	
SLO	46	0226J	Cholame	103,021	30,600	72,421	0	0	0	0	14,000	61,200	0	13,900	2,700	11,221	Carryover. See changes below.	
SLO	46	0226K	Route 46/41 Wye	133,700	25,000	0	108,700	0	0	0	9,400	95,300	0	13,200	2,400	13,400	Carryover. See changes below.	
SLO	46	0226L	Route 46 Antelope Grade	15,494	0	0	15,494	0	0	0	3,024	0	0	10,300	2,170	0	Carryover for deletion.	
SB	101	7101B	South Coast 101 HOV Lanes - Montecito to Santa Barbara (Segments 4D-4E)	600	600	0	0	0	0	0	0	0	600	0	0	0	0	Carryover to close-out. See Below
SB	101	7101C	South Coast 101 HOV Lanes - Carpinteria (Segment 4A)	2,495	2,495	0	0	0	0	0	0	0	495	2,000	0	0	0	Carryover
SB	101	7101D	South Coast 101 HOV-Padaro (Segment 4B)	3,475	3,475	0	0	0	0	0	0	0	475	3,000	0	0	0	Carryover
SB	101	7101E	South Coast 101 HOV-Summerland (Segment 4C)	430	430	0	0	0	0	0	0	0	430	0	0	0	0	Carryover
FRE	41	6705	Excelsior Expressway	8,000	8,000	0	0	0	0	0	3,500	0	0	3,000	1,500	0	0	Carryover
KER	46	3386C	Route 46 Widening - Segment 4A	400	400	0	0	0	0	0	0	0	0	400	0	0	0	Carryover to close-out. See Below
KER	14	8042B	Freeman Gulch Widening - Segment 2	1,960	1,960	0	0	0	0	0	0	0	0	1,960	0	0	0	Carryover
MAD	99	6297	South Madera 6 Lane	12,413	3,413	0	9,000	0	0	0	0	0	3,413	9,000	0	0	0	Carryover for deletion.
TUL	99	6369	Tulare City Widening	8,000	0	2,000	0	6,000	0	0	0	0	2,000	6,000	0	0	0	Carryover for deletion.
TUL	99	6400G	Tagus 6-Lane Widening (Combined)	82,325	11,325	71,000	0	0	0	0	4,750	59,000	0	5,525	1,050	12,000	Carryover. See changes below.	
INY	395	0170	Olancha and Cartago Expressway	67,607	17,992	0	49,615	0	0	0	9,920	44,435	3,748	2,924	1,400	5,180	Carryover	
MER	99	0161B	Livingston Widening Southbound	38,950	5,000	0	33,950	0	0	0	200	29,450	1,700	3,000	100	4,500	Carryover	
				633,466	227,545	174,562	225,359	6,000	0	0	70,568	363,318	25,443	96,758	15,699	61,680		

Table 3: Highway Projects Funding for Deletion

Highway Projects and Funding Proposed for Deletion																	
Co	Rte	PPNO	Project	Total	Prior	20-21	21-22	22-23	23-24	24-25	RW	CON	PAED	PSE	RW Sup	Con Sup	Notes
SLO	46	0226L	Route 46 Antelope Grade	-15,494	0	0	-15,494	0	0	0	-3,024	0	0	-10,300	-2,170	0	Delete PS&E and R/W.
MAD	99	6297	South Madera 6 Lane	-9,000	0	0	-9,000	0	0	0	0	0	0	-9,000	0	0	Delete PS&E.
TUL	99	6369	Tulare City Widening	-8,000	0	-2,000	0	-6,000	0	0	0	0	-2,000	-6,000	0	0	Delete PA&ED and PS&E.
				-32,494	0	-2,000	-24,494	-6,000	0	0	-3,024	0	-2,000	-25,300	-2,170	0	

Table 4: Highway Projects with Cost Changes

Highway Projects with Cost Changes (\$'s x 1000)																	
Co	Rte	PPNO	Project	Total	Prior	20-21	21-22	22-23	23-24	24-25	RW	CON	PAED	PSE	RW Sup	Con Sup	Notes
HUM	101	0072	Eureka/Arcata Corridor Improvement	20,716		20,716	0	0	0	0	0	15,516	0		0	5,200	Cost increase.
SLO	46	0226J	Cholame	21,534	0	21,534	0	0	0	0	0	21,534	0	0	0	0	Cost increase.
SLO	46	0226K	Route 46/41 Wye	10,000	10,000	0	0	0	0	0	10,000	0	0	0	0	0	Cost increase.
TUL	99	6400G	Tagus 6-Lane Widening (Combined)	(28,673)	0	-28,673	0	0	0	0	0	-28,673	0	0	0	0	Cost savings/Alternate funding
				23,577	10,000	13,577	0	0	0	0	10,000	8,377	0	0	0	5,200	

Table 5: Carryover 2018 Intercity Rail Projects

Carryover 2018 STIP Intercity Rail Projects with Carryover Funding Shown. (\$'s x 1000)																		
Co	Rte	PPNO	Project	Total	Prior	20-21	21-22	22-23	23-24	24-25	RW	CON	PAED	PSE	RW Sup	Con Sup	Notes	
ALA	N/A	2194	Coast Subdivision Rail Corridor Improvements	15,363	0	0	15,363		0	0	0	15,363	0	0	0	0	0	Carryover. See changes below.
			San Joaquin Corridor 2nd Platforms for Bi-hourly and Morning Express Service	36,000	0	0	2,000	34,000	0	0	0	34,000	100	1,900	0	0	0	Carryover
LA	N/A	2002A	Rosecrans / Marquardt Grade Separation	9,000	9,000	0	0	0	0	0	0	7,000	0	2,000	0	0	0	Carryover
LA	N/A	2098	Raymer to Bernson Double Track Project	60,820	0	60,820	0	0	0	0	0	60,820	0	0	0	0	0	Carryover
SD	N/A	2190	San Onofre to Pulgas Double Track Phase 2	30,040	1,177	0	28,863	0	0	0	0	28,863	0	1,177	0	0	0	Carryover
VAR	N/A	2065R	Mini-High Platform Improvements	18,000	0	0	0	18,000	0	0	0	17,500	0	500	0	0	0	Carryover
VAR	N/A	2194A	Coast Subdivision Positive Train Control Implementation Project	4,637	4,637	0	0	0	0	0	0	4,637	0	0	0	0	0	Carryover
VAR	N/A	2195	Central Coast Layover Facility Expansion	9,000	1,000	8,000			0	0	0	8,000	0	1,000	0	0	0	Carryover. See changes below.
				182,860	15,814	68,820	46,226	52,000	0	0	0	176,183	100	6,577	0	0	0	

Table 6: Changes to Existing Rail Projects and programming a New Rail Project

Changes to Existing Intercity Rail Projects and New Programming (\$'s x 1000)																		
Co	Rte	PPNO	Project	Total	Prior	20-21	21-22	22-23	23-24	24-25	RW	CON	PAED	PSE	RW Sup	Con Sup	Notes	
ALA	N/A	2194	Coast Subdivision Rail Corridor Improvements	0	0	0	-15,363	15,363		0	0	15,363	0	0	0	0	0	Delay construction
LA	N/A	2098	Raymer to Bernson Double Track Project	(60,820)	0	-60,820	0	0	0	0	0	(60,820)	0	0	0	0	0	Delete project.
LA	N/A	9882	Link Union Station	60,820	0	60,820	0	0	0	0	0	60,820	0	0	0	0	0	Add new project.
VAR	N/A	2195	Central Coast Layover Facility Expansion	0	0	-8,000	8,000	0	0	0	0	8,000	0	0	0	0	0	Delay construction
				0	0	-8,000	-7,363	15,363	0	0	0	0	0	0	0	0	0	

Project Profiles

Unlike the 2018 STIP Fund Estimate which provided \$527,000,000 new capacity for the program, the 2020 Fund Estimate provided only \$52,414,000 new programming capacity that only allows the Department to reprogram 2018 ITIP projects that are carried over to 2020 ITIP, address cost increases to three existing projects, and retain \$61,331,000 in uncommitted 2020 ITIP programming capacity to be held in reserve for priority rail projects and other priorities aligned with Executive Order N-19-19.

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

The 2020 ITIP provides a short discussion of currently funded ITIP projects found to be within the Strategic Interregional Corridors as outlined in the 2015 ITSP.

Table 7: 2020 ITIP Projects and Associated Strategic Interregional Corridor

Strategic Interregional Corridors	Route	Project Description	District	County
South Coast - Central Coast	Pac Surfliner	Central Coast Layover Facility	5	San Luis Obispo
	Pac Surfliner	Coast Subdivision Positive Control Implementation	5	San Luis Obispo
	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
Central Coast - San Jose / San Francisco Bay Area	US 101	South Coast 101 HOV Lanes (Segments C, D, and E)	5	Santa Barbara
San Jose/San Francisco Bay Area - Sacramento -	US 101	Eureka/Arcata Corridor Improvement	1	Humboldt
San Jose/San Francisco Bay Area - Central Valley - Los Angeles	San Joaquin	Second Platforms (Modesto, Turlock-Denair, and Fresno)	10	Stanislaus/Fresno
	San Joaquin	Mini-High Platform Improvements	10	Stanislaus/Fresno
	SR 99	Tagus 6 Lane Widening	6	Tulare
Sacramento Valley - Oregon	SR 99	Livingston Widening - Southbound	10	Merced
	SR 70	Passing Lanes (Segments 2 and 3)	2	Butte
High Desert - Eastern Sierras - Central Nevada	Capitol	Coast Subdivision Rail Corridor Improvements	4	Alameda
	US 395	Olancho and Cartago Expressway	9	Inyo
Central Coast - Central Valley East/West Connectors	SR 14	Freeman Gulch Widening Segment 2	6	Kern
	SR 156	SR 156 West Corridor Study	5	Monterey
	SR 41	Excelsior Expressway - 2 to 4 Lane	6	Fresno
North Coast - Northern Nevada	SR 46	SR 46 Improvements (Cholame Widening, Route 41/46 WYE, Antelope Grade)	5	San Luis Obispo
	SR 29	Segment 2B and 2C of the Lake 29 Expressway Project	1	Lake

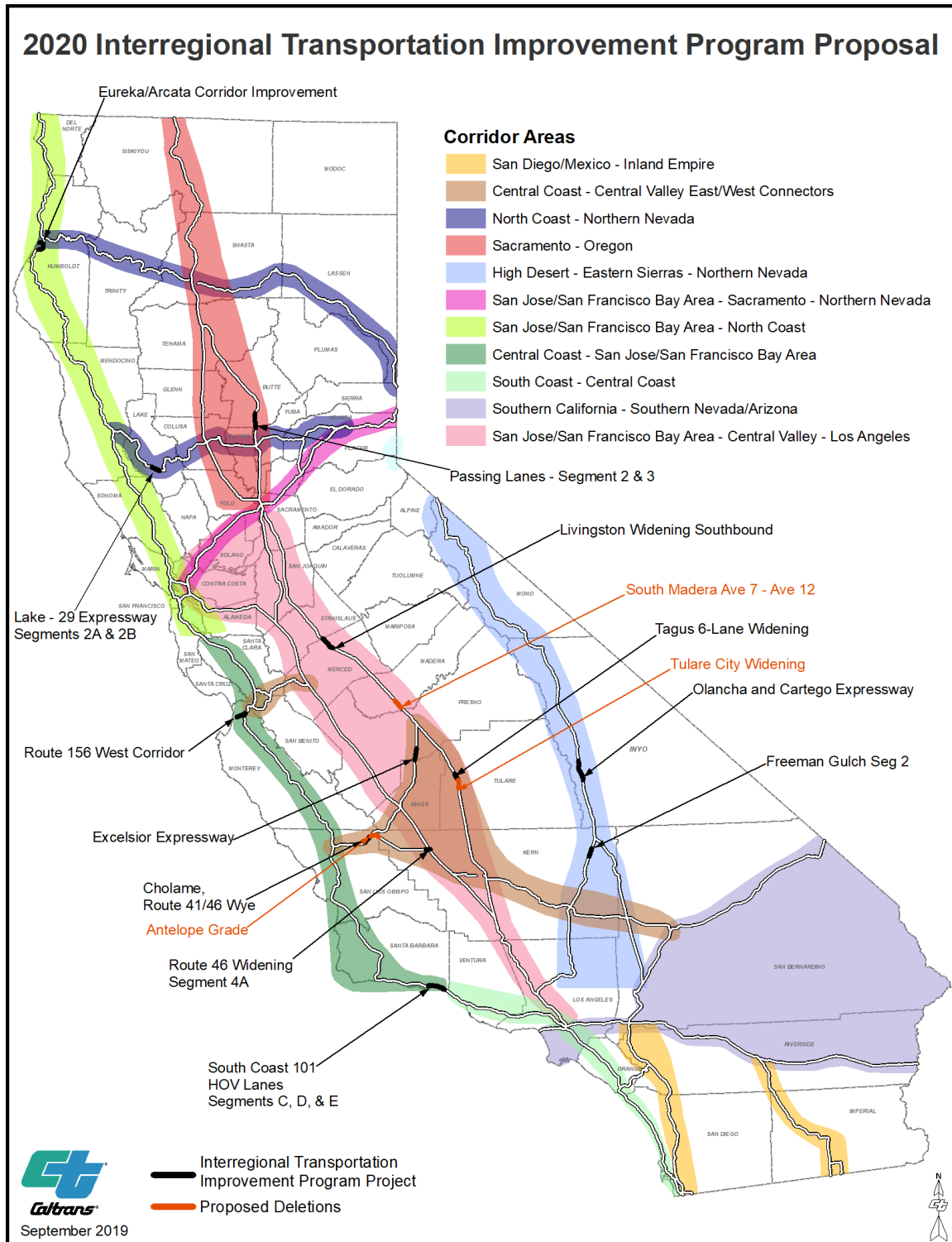
Figure 3: 2020 ITIP – All Intercity Passenger Rail Projects



Figure 4: 2020 ITIP New Intercity Passenger Rail Project



Figure 5: 2020 ITIP Highway Projects and Associated Strategic Interregional Corridor

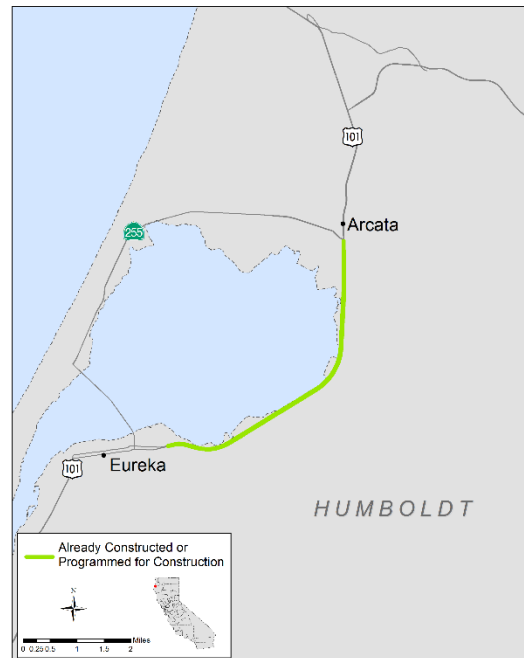


San Jose/San Francisco Bay Area – North Coast Corridor

The San Jose/San Francisco Bay Area–North Coast Corridor is the coastal south-north connector linking the San Francisco Bay Area to California's North Coast. US 101 is the primary transportation facility used for interregional travel and serves as a lifeline for the movement of people, goods, and services.

EUREKA ARCATA CORRIDOR IMPROVEMENT PROJECT

In partnership with the Humboldt County Association of Governments, the 2020 ITIP includes the Eureka-Arcata Corridor Improvement Project on US 101. On completion, the project will (1) improve safety and reduce delays at intersections, (2) reduce operational conflicts, (3) resurface, restore, and rehabilitate the existing US 101, and (4) extend or construct right-turn acceleration and deceleration lanes. During the design phase, due to the discovery of extremely soft soil conditions at the site, project cost was revised upward. Most of the cost increases are related to the following items: structures foundation & walls, import borrow material, excavation, geotechnical measures, costs related to increase in construction seasons and traffic handling. The cost increase is proposed to be funded with Interregional Improvement Program (IIP) funds.



The project is on schedule to be delivered in FY 2020-21.

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

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

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

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

This project will extend the existing station platforms and construct a second platform at each of these three locations. These stations are currently served by a single platform and whenever there are opposing meets, one train must wait farther out at a siding while the other train serves the station. The construction of the second platform will allow two passenger trains to serve the station simultaneously. The project is needed to eliminate delays and improve on-time performance of intercity rail passenger services through the entire San Joaquin Corridor.

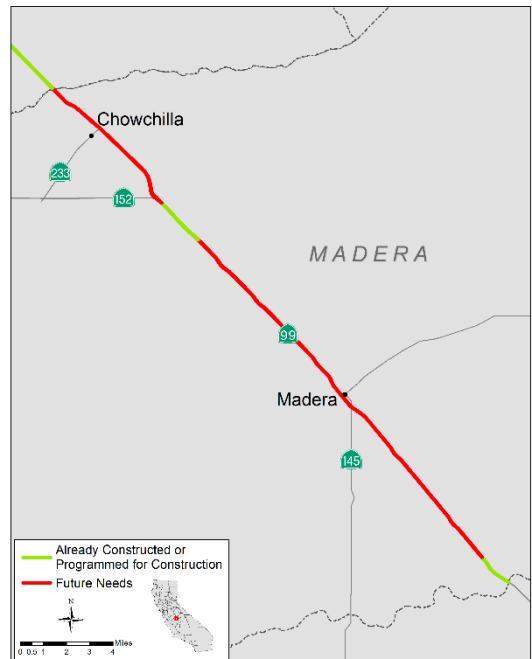
MINI-HIGH PLATFORM IMPROVEMENTS PROJECT – SAN JOAQUIN INTERCITY PASSENGER RAIL CORRIDOR

This project will design and build 48-inch high raised platforms with ADA compliant ramps on 25 Amtrak California Stations. A great majority of these stations are part of the San Joaquin Intercity Passenger Rail Corridor. These platforms will be positioned in such a way that when the door opens, the “gap-filler” plate can be extended to within 1-inch of these 48-inch high platforms. This will facilitate level boardings for persons with wheel chairs, using walkers or transporting luggage. On completion, this project will help reduce delays, improve passenger accessibility, safety and dependability, and increase on-time performance. The Department is in the process of obtaining 42 new single-level railcars that will substantially increase the ridership capacity of the state-owned fleet.

MADERA 99

This project will widen a segment of SR 99 from Avenue 12 to Avenue 17 in Madera County. With the availability of Proposition 1B State Route 99 Bond savings from other projects in this corridor, this project was delivered in October 2018 using those savings and is currently under construction.

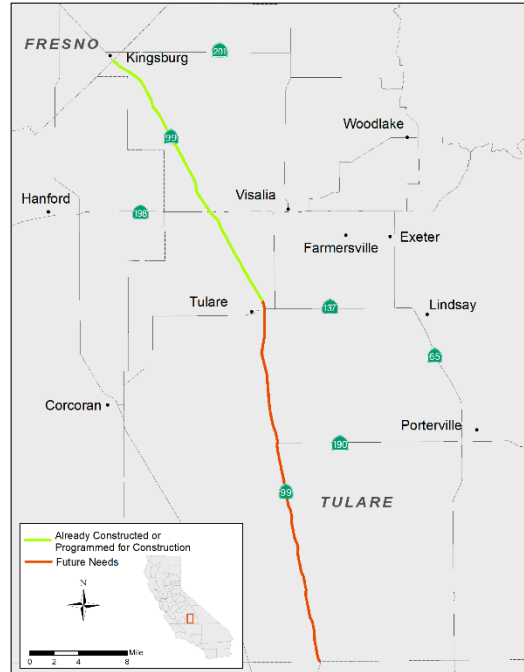
The sections of freeway to the north and south of this segment are existing six lane roadways. State Route 99 in this vicinity is at the upper end of the spectrum for projects with a very high interregional value – with 21 percent truck traffic volume and a relatively high Average Annual Daily Traffic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



TULARE 99

The improvements in this segment are part of a long-range strategy to improve SR 99 southwards from Kingsburg to Delano. The 2018 ITIP funded for Plans, Specifications, and Estimates (PS&E), Right of Way, and Construction for the Tagus 6-Lane Widening (Northbound and Southbound) project. Tulare County is the funding partner on this project. Tulare programmed RIP funds for PS&E, Right of Way, and Construction.

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

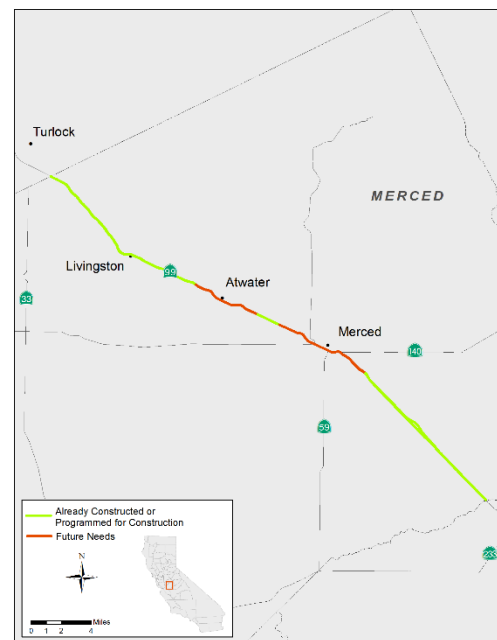


MERCED 99

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

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

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

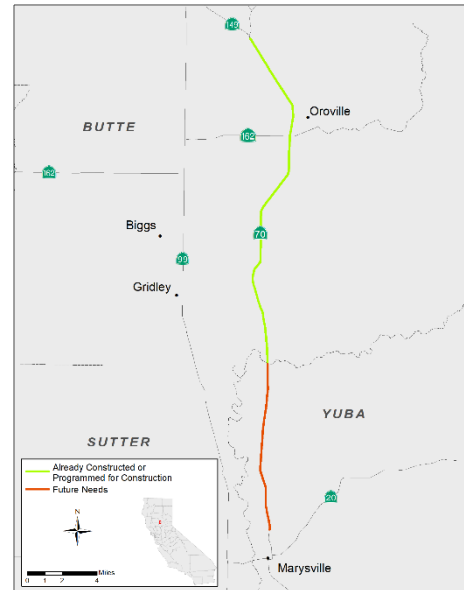


Sacramento – Oregon Corridor

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

BUTTE 70 PASSING LANES

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



The 2018 ITIP included funding for Segments 1, 2, and 3 in Butte county, with joint funding from Butte County. There is a future need for construction funding for Segments 4 and 5 in Yuba County.

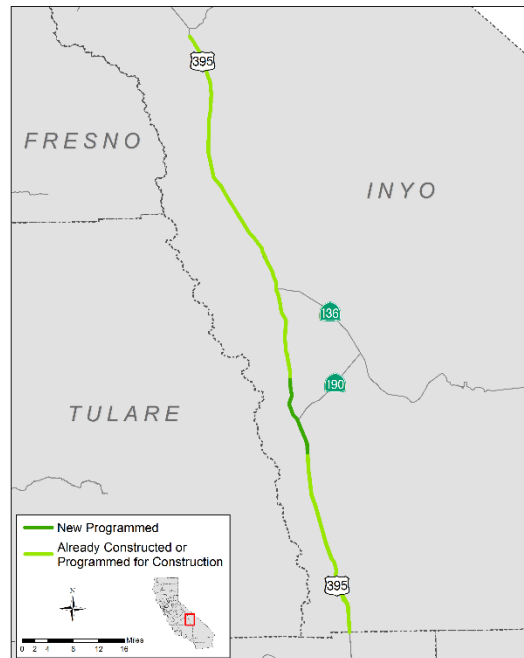
High Desert – Eastern Sierras – Central Nevada Corridor

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

OLANCHA AND CARTAGO EXPRESSWAY

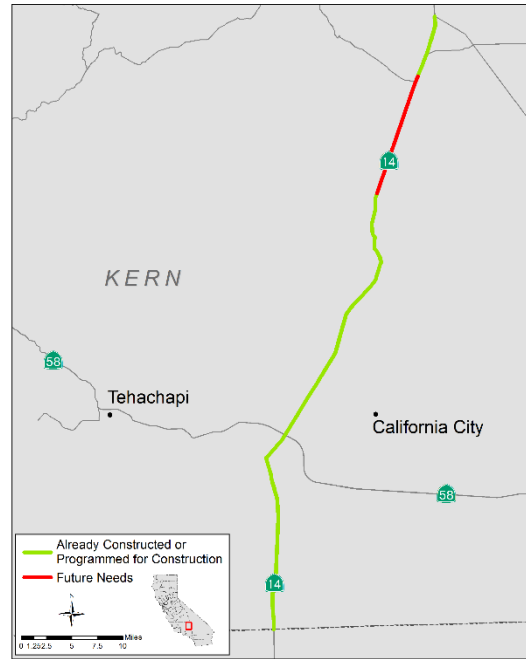
The project has been developed in partnership with Mono, Inyo, and Kern, counties which have been funding 60 percent of the project costs. With regional partners' RIP contributions along with the IIP contribution, the 2018 STIP fully funded the project thru construction. This project is on schedule to be delivered in FY 2021-22.

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



FREEMAN GULCH WIDENING; SEGMENTS 1 AND 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, provide significant safety benefits by separating the oncoming traffic with a divided median, and constructing passing lanes to break-up traffic queues. As described under the Olancho Cartago project profile, Segment 1 is fully funded. The 2018 ITIP funded the design phase for Segment 2.



Southern California – Southern Nevada/Arizona Corridor

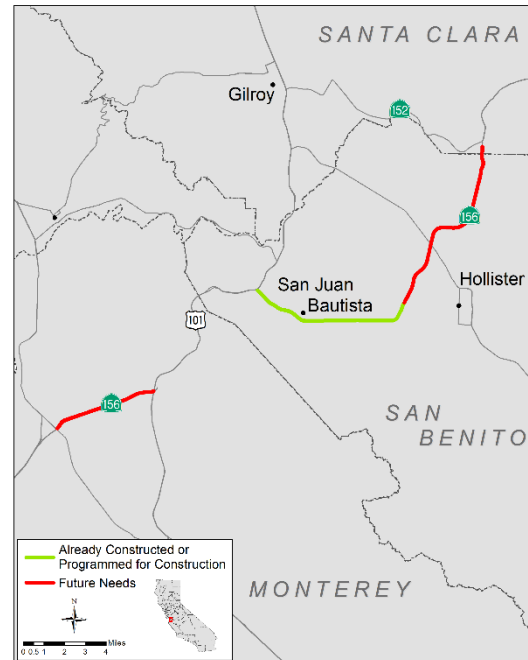
The Southern California–Southern Nevada/Arizona Corridor connects Southern California's seaport gateways, and the massive logistics and manufacturing sectors that are based in the region to the rest of the country via three Interstate highways (10, 15, and 40) and parallel freight rail routes owned and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

Central Coast – Central Valley East/West Connectors

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

STATE ROUTE (SR) 156 WEST CORRIDOR STUDY

SR 156 in Monterey County is the tourist and freight route connecting 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 may contribute to vehicle collisions as motorists make unsafe passing attempts around slower vehicles. This project will reduce congestion and improve safety by providing safe passing opportunities.



SR 156 in Monterey County is the tourist and freight route connecting 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 may contribute to vehicle collisions as motorists make unsafe passing attempts around slower vehicles. This project will reduce congestion and improve safety by providing safe passing opportunities.

SAN BENITO ROUTE 156 IMPROVEMENT PROJECT

SR 156 is an east-west interregional facility connecting the Monterey Peninsula to US 101 and SR 152. It serves agricultural truck travel out of the Castroville, Monterey Bay, Salinas Valley, Hollister area to the San Joaquin Valley. It is the only direct agricultural goods movement and recreational route south of the Bay Area connecting the Coast and the northern San Joaquin Valley. SR 156 also provides for recreational travel to the Monterey Bay Area from points north and south US 101 and to other regions via Interstate 5 (I-5) and SR 99. This project is scheduled for delivery in 2019-20.

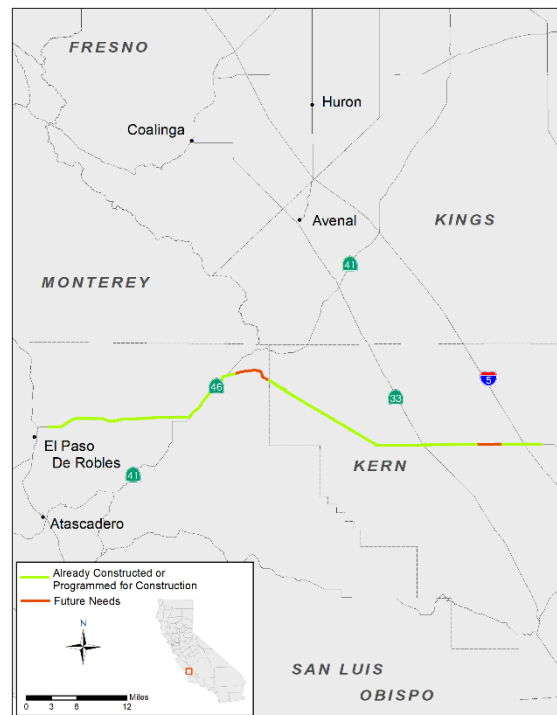
EXCELSIOR EXPRESSWAY – CLOSING GAP IN A 4-LANE EXPRESSWAY

Once completed, this project will close a gap in the existing 4-lane expressway SR 41 facility between the City of Fresno and SR 198 in the City of Lemoore, the site of a US Naval Base. The project will improve the regional movement of freight and goods, and local farm-to-market travel. The project will also relieve congestion, separate oncoming traffic with a divided median, and breakup traffic queues by providing safe passing opportunities to pass around slow-moving agriculture traffic. The 2018 ITIP funded for PS&E in FY 2018-19 and R/W in FY 2019-20. Fresno County is the funding partner on this project.

STATE ROUTE 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 still remain at the climb through the Antelope Grade to the Kern County line.

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, has been funded through PA&ED phase. Future funding will be needed to fully fund this segment through construction.



Due to limited IIP funding capacity in the 2020 cycle, only cost increases on the currently programmed SR 41/46 WYE project and the Cholame project are funded in the 2020 ITIP. The four-lane expressway project (Segment 4B) on the Kern county side of SR 46 also anticipated to be funded for construction in a future STIP cycle.

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

The San Jose/San Francisco Bay Area – Sacramento Valley – Northern Nevada Corridor is a major east-west corridor that connects the Bay Area to Reno, Nevada. Interstate 80 (I-80) is a transcontinental highway route that begins in San Francisco and ends in New Jersey. It has been identified as a Tier 1 freight facility in the 2014 California Freight Mobility Plan and is proposed by the Federal Highway Administration to be a designated component of the National Freight Network. SR 49, from Auburn to Nevada City, and SR 20, from Nevada City to I-80, serve as an alternative route to I-80 during highway closures caused by weather, accidents, or construction.

Importantly, the corridor also hosts the Capitol Corridor passenger Rail Service and Amtrak Intercity Passenger rail service as well as the Transcontinental Freight Rail Corridor connecting the ports of Oakland, Richmond, and Benicia to the rest of the United States.

COAST SUBDIVISION RAIL CORRIDOR IMPROVEMENTS

The project is located on the Union Pacific Railroad (UPRR) between Oakland and Newark. The proposed project will modernize the track and signal system for faster, safer and more reliable operations in this corridor segment. It will increase speed through the Coast and Niles Junction and reduce delays for the Capitol Corridor, Coast Starlight and freight trains. Immediate benefits of this track upgrade project will be improved goods movement, reduced fuel usage and the resulting emissions, better passenger rail reliability, improved ridership, and safer operations for passenger and freight rail services. Safety improvements will also accrue at grade crossings. Longer term benefits are that this project starts the process of reducing conflicts between freight and passenger rail services in the East Bay portion of the San Francisco Bay Area in a manner consistent with the Capitol Corridor Joint Powers Authority's (CCJPA) Vision Implementation Plan and the State Rail Plan.

North Coast – Northern Nevada Corridor

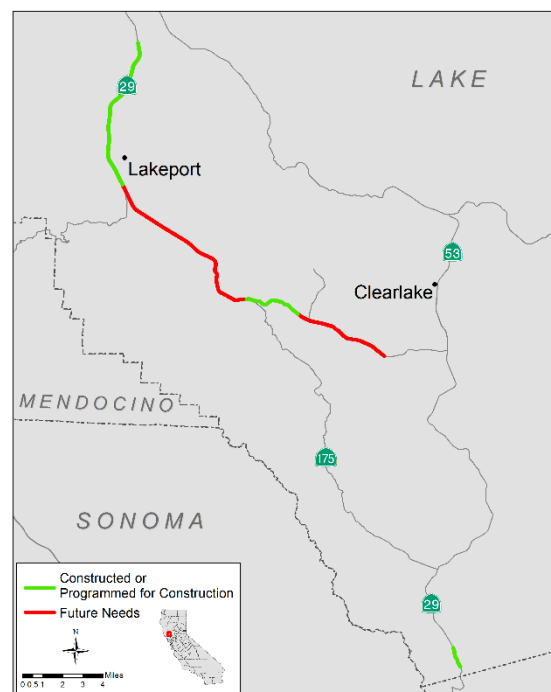
The North Coast–Northern Nevada Corridor consists of two separate east-west northern California highway corridors between the coast to the eastern part of California and Nevada. The first corridor is from Humboldt County to Lassen County and on to Reno including segments of SR 299, 44, and 36, and US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

These two major interregional corridors travel through mostly rural areas connecting rural communities, small urban areas, and Native American tribal reservations. The Interregional facilities provide the corridor with vital connections to interstate 5 and 80 and the rest of the State, providing access to basic goods and services along with routine and emergency medical services. These routes support the local economy, including freight movement and recreational tourism, and are the major transportation corridors for response and recovery efforts in case of emergencies such as forest fires.

LAKE 29 EXPRESSWAY PROJECT

Segment 2C - The project will improve traffic safety by providing passing opportunities. The project will also provide improved bike and pedestrian facilities by constructing wider shoulders. Roughly half of the project is SHOPP safety funded, 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. Lake County is the funding partner on this project. Due to RIP and IIP funding constraints in the 2020 STIP cycle, subsequent phases may be funded in the future cycles.



San Diego/Mexico – Inland Empire Corridor

The corridor forms the main link between Mexico and Southern California through two separate connections. Its primary purpose is to accommodate the flow of goods and people moving between the US and Mexico. The connections are vital for California's and nation's economy.

The Department continues to work with regional partners, Mexico, and the federal government to identify new operations and capacity projects in this corridor.

South Coast – Central Coast Corridor

The South Coast Corridor–Central Coast Corridor connects the Central Coast to Southern California, linking heavily urbanized Southern California with the less urbanized counties farther north. The major travel patterns along the corridor include freight movement, recreational tourism, and local commuter traffic. The major interregional transportation facilities are US 101, I-5, and the Pacific Surfliner intercity passenger rail corridor.

The majority of the corridor is within urbanized areas, with a limited rural segment in the northern portion in Santa Barbara County. The corridor accommodates goods movement via highway and railroad. The rail system includes the Pacific Surfliner, commuter, and freight rail services. All three systems share the same infrastructure, which is owned by both private railroads and public agencies.

For this corridor, the only significant change to existing projects is the deletion of Raymer to Bernson Double Track project due to unanticipated delivery challenges. The \$60,820,000 ITIP funds which become available as a result of deleting this project are proposed to be reprogrammed to the Link Union Station project, a new rail project in the same 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 be able to improve ridership and revenue, and expand service of intercity rail passenger service through this additional layover capacity. The project will facilitate the maintenance of equipment mid-route and at route terminus. It will allow 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 used for the proposed Coast Daylight.

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 grade-crossing also serves a major east-west freight route that provides goods movements from the Ports of Los Angeles and Long Beach. This project will construct a grade-separation to improve congestion and provide a much safer pedestrian environment. Furthermore, eliminating idling trucks and autos will improve the air quality in the communities surrounding the project location. This project is fully funded with various funding sources in addition to the ITIP.

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. This project is fully funded with various funding sources, Proposition 1A, Transit and Intercity Rail Capital Program (TIRCP), Local, and ITIP funds.

SAN ONOFRE TO PULGAS TRACK PHASE 2 – PACIFIC SURFLINER CORRIDOR

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

SANTA BARBARA 101 - SOUTH COAST 101 HOV LANES

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

Central Coast – San Jose/San Francisco Bay Area Corridor

The Central Coast–San Jose/San Francisco Bay Area Corridor connects the Central Coast to San Jose and San Francisco Bay region. US 101 is the major interregional transportation facility that traverses the entire corridor.

US 101 handles interregional, regional, and local traffic. US 101 also serves the National Guard training installations at Camp Roberts and Fort Hunter Liggett and provides access to Vandenberg Air Force Base. The route is significant for goods movement and serves the agriculture and food processing and packaging industries that form the economic base for much of the Central Coast. In addition to connecting with the southern portion of the San Francisco Bay Area, US 101 connects the Salinas Valley agricultural production areas to the northern San Joaquin Valley via SR 156 and SR 152. The SR 41 and SR 46 corridor connects the San Luis Obispo and Paso Robles area with the central/southern San Joaquin Valley and the food processing and distribution facilities located along the SR 99 corridor.

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

FUTURE ITIP PROGRAMMING CONSIDERATIONS

Based upon SB 1, which stabilizes STIP funding going forward, it is anticipated that new projects will be programmed in the 2022 ITIP cycle. These projects will be consistent with the STIP Guidelines, the 2021 ITSP and specify how they meet GHG reduction targets laid out by AB 32, SB 391, and Executive Orders S-3-05, B-30-15, N-19-19.

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

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

- Consistency with the ITSP
- Consistency with the California Freight Mobility Plan
- Projects ready for construction

Future rail projects will involve ongoing coordination between the Department and the CHSRA. The CHSRA is required to fully integrate its high-speed rail system with the “state’s existing intercity rail and bus network, consisting of interlinked conventional and high-speed rail lines and associated feeder buses” (Public Utilities Code 185030). The intercity network, in turn, is required to be “fully coordinated and connected with



commuter rail lines and urban rail transit lines developed by local agencies, as

well as other transit services, through the use of co-located station facilities whenever possible.”

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

The NISSP will identify a set of statewide infrastructure improvements targeted at integrating the State’s rail networks in a manner that optimizes performance and ridership across the entire system, while also providing connections to regional transit systems.

ITIP ON-SYSTEM PARTNERING POLICY

The Department holds the view that STIP funds are meant to be used on the state highway system as long as state highway needs exist. In many areas of the state, STIP is the sole source for funding improvements to the state highway system. The Department also acknowledges that many regions have needs for rehabilitation and expansion of local streets and roads, and that dedicated non-STIP fund sources may not exist for those purposes. Some regions choose to prioritize local streets and roads above the state highway system when funding through the RTIP.

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

1996 STIP Projects – Updated Delivery Status and Budgets

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

In accordance with the Department’s policy, all budgets for grandfathered work is communicated to the Department headquarters and is maintained in

the CTIPs database. Changes and updates are currently reviewed and anticipated to be approved through the Project Change Request (PCR), the Department's change control process.

Table 8 on the following page details the budget, expenditure report, and status for all ongoing grandfathered 1996 STIP projects. The 2018 report included nine ongoing grandfathered projects, with three of those projects reported as complete. The 2020 report includes the six remaining grandfathered projects, with one project reported as complete.

Below is a brief discussion of a project with cost increases since last reported in the 2018 STIP.

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

The Willits Bypass project includes the main bypass contract and several contracts to address project mitigation. In the 2018 Grandfathered STIP update, the Department reported a \$159.1 million budget for the Grandfathered support cost. The support cost estimate, as originally prepared, underestimated the needed resources to address the environmental mitigation requirements.

The main bypass project was completed in December 2016 and the four mitigation projects are scheduled for completion in December 2020. Between December 2020 and December 2028, Environmental Stewardship will utilize Architectural and Engineering (A&E) resources to accomplish all monitoring required by the permits to track success. The Department staff will be utilized for oversight of these contracts. Since last reported in 2018, support costs have increased by an additional \$31,165,000, from \$159,159,000 to \$190,324,000, mainly due to additional resources needed for monitoring the various sites for the next eight years. Monitoring includes water quality monitoring, California Rapid Assessment Monitoring (CRAM), hydroperiod monitoring, Bakers Meadow Foam plant (BMF) aerial monitoring, grazing land monitoring, and onsite monitoring.

Table 8: 1996 Grandfathered STIP Project List

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

					GF STIP Budget (2012 Initial Reporting) ¹	GF STIP Budget (2018 Report) ¹	Budget Update 2020 ¹	GF STIP Expenditures ²	
DIST	CO	RTE	PPNO	PROJECT	TOTAL	TOTAL	TOTAL	TOTAL	Notes
01	MEN	101	0125F	Willits Bypass (Includes PPNOs 0125X, 0125Y, 0125W, 0125Z)	\$79,000	\$159,159	\$190,324	\$146,569	Parent project completed December 2016. Remaining mitigation projects scheduled for completion December
05	SB	101	0482	Casitas Pass & Linden Ave interchanges	\$23,932	\$34,109	\$34,109	\$31,422	Project completion scheduled for December 2021.
07	LA	10	0309S	Baldwin Park - Soundwalls	\$4,590	\$5,645	\$5,645	\$3,411	Project completion scheduled for September 2020.
07	LA	5	2808	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
07	LA	5	2808A	Orange County to Rte 605 Carmenita Interchange	\$30,845	\$30,845	\$30,845	\$30,707	Project completed April 2018.
07	LA	710	0219M	Route 10 to Route 210 - New 6 lane fwy (R/W Support Only)	\$330,000	\$330,000	\$330,000	\$65,782	On-going R/W Support costs on Route 710.

¹ GF Budget estimate to complete support

² Actual Support expenditures to date

 Budget revisions since last reported in 2018 ITIP

Appendix A – Project Programming Requests

County	RTE	PPNO	Project	Page
HUM	101	0072	Eureka/Arcata Corridor Improvement	41
HUM	255	2389	Eureka/Arcata Restoration Project for Mitigation - 3 Parcels	46
LAK	29	3121	Lake 29 Expressway - Segment 2B	50
LAK	29	3122	Lake 29 Expressway - Segment 2A	55
BUT	70	9801A	SR70 Passing Lanes (Segment 2)	60
BUT	70	9801B	SR 70 Passing Lanes (Segment 3)	65
MON	156	0057C	Route 156 West Corridor	70
SBT	156	0297	San Benito Route 156 Improvement Project	75
SLO	46	0226J	Cholame	80
SLO	46	0226K	Route 46/41 Wye	84
SLO	46	0226L	Route 46 Antelope Grade	89
SB	101	7101B	South Coast 101 HOV Lanes - Montecito to Santa Barbara (Segments 4D-4E)	93
SB	101	7101C	South Coast 101 HOV Lanes - Carpinteria (Segment 4A)	98
SB	101	7101D	South Coast 101 HOV-Padaro (Segment 4B)	104
SB	101	7101E	South Coast 101 HOV-Summerland (Segment 4C)	110
FRE	41	6705	Excelsior Expressway	117
KER	14	8042B	Freeman Gulch Widening - Segment 2	122
MAD	99	6297	South Madera 6 Lane	127
TUL	99	6369	Tulare City Widening	131
TUL	99	6400G	Tagus 6-Lane Widening (Combined)	136
INY	395	0170	Olancha and Cartago Expressway	141
MER	99	0161B	Livingston Widening Southbound	147
ALA	-	2194	Coast Subdivision Rail Corridor Improvements	151
FRE	-	2191	San Joaquin Corridor 2nd Platforms for Bi-hourly and Morning Express Service	155
LA	-	2002A	Rosecrans / Marquardt Grade Separation	159
LA	-	2098	Raymer to Bernson Double Track	165
LA	-	9882	Link Union Station	170
SD	-	2190	San Onofre to Pulgas Double Track Phase 2	176
VAR	-	2065R	Mini-High Platform Improvements	180
VAR	-	2194A	Coast Subdivision Positive Train Control Implementation Project	184
VAR	-	2195	Central Coast Layover Facility Expansion	189

	Highway Projects
	Rail Projects

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	09/10/19
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
01	36600	0100000127	0072			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
HUM	101	79.8	85.8	Humboldt County Association of Governments		
				MPO	Element	
				Non-MPO	CO	
Project Manager/Contact		Phone		E-mail Address		
JEFF PIMENTEL		(707)834-9529		jeffrey.pimentel@dot.ca.gov		
Project Title						
Eureka/Arcata Corridor Improvement						
Location (Project Limits), Description (Scope of Work)						
In Eureka and Arcata, from Eureka Slough Bridge to Route 101/255 separation. Upgrade 4 lane facility (Alternative Y 4).						
Component	Implementing Agency					
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Humboldt County					
Construction	Caltrans					
Legislative Districts						
Assembly:	2	Senate:	2	Congressional:	2	
Project Benefits						
The project will improve traffic safety by eliminating unsafe operational conflicts at seven at-grade intersections. Eliminating delays at these intersections will result in reduction in Greenhouse Gas (GHG) emissions due to an efficient movement of the traffic. The improved pedestrian and bike facilities will be provided by a follow-up project that will Construct Class I bike trail between Eureka and Arcata.						
Purpose and Need						
This US 101 corridor improvement project proposes long term safety improvements to seven at-grade intersections and will reduce operational conflicts and delays at these intersections. Improvements are necessary to decrease collisions, to minimize confusion related to merge and turn movements and to reduce wait times for turn movements. The proposed interchange at Indianola Cutoff will facilitate closing median crossings to provide a safe, reliable and modern transportation facility, consistent with State and Regional Transportation Planning. These improvements will result in a safer highway facility and will reduce operational conflicts.						
Category	Outputs/Outcomes			Unit	Total	
State Highway Road Construction	Operational improvement(s)			Each	1	
Local streets and roads	# Sign(s), light(s), greenway, or other safety / beautification			Each	1	
Local streets and roads	New roadway lane-mile(s)			Miles	8.7	
State Highway Road Construction	New bridge(s)			Each	1	
ADA Improvements	Y	Bike/Ped Improvements	Y	Reversible Lane analysis	N	
Inc. Sustainable Communities Strategy Goals	N			Reduces Greenhouse Gas Emissions	N	
Project Milestone				Existing	Proposed	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase				07/01/2001		
Circulate Draft Environmental Document			Document Type	EIS	06/21/2007	
Draft Project Report				06/21/2007		
End Environmental Phase (PA&ED Milestone)				01/10/2017		
Begin Design (PS&E) Phase				01/11/2017		
End Design Phase (Ready to List for Advertisement Milestone)				08/01/2020		
Begin Right of Way Phase				09/15/2017		
End Right of Way Phase (Right of Way Certification Milestone)				09/15/2018		
Begin Construction Phase (Contract Award Milestone)				03/17/2021		
End Construction Phase (Construction Contract Acceptance Milestone)				12/01/2023		
Begin Closeout Phase				12/01/2024		
End Closeout Phase (Closeout Report)				09/01/2027		

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/10/19

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/10/19

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

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)	3,063							3,063	Caltrans
PS&E	4,989							4,989	Caltrans
R/W SUP (CT)	585							585	Humboldt County
CON SUP (CT)		4,052						4,052	Caltrans
R/W	2,660							2,660	Humboldt County
CON		34,114						34,114	Caltrans
TOTAL	11,297	38,166						49,463	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	3,063							3,063	
PS&E	4,989							4,989	
R/W SUP (CT)	585							585	
CON SUP (CT)		9,252						9,252	
R/W	2,660							2,660	
CON		49,630						49,630	
TOTAL	11,297	58,882						70,179	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.30.600.620
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Humboldt County Association of G
PS&E									\$2000 PSE EXT. TO 2000
R/W SUP (CT)									\$2000 RW voted 10/18/18
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)									
R/W	2,000							2,000	
CON									
TOTAL	2,000							2,000	

Fund No. 2:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	2,613							2,613	Humboldt County Association of G
PS&E	2,496							2,496	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	5,109							5,109	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	2,613							2,613	
PS&E	2,496							2,496	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	5,109							5,109	

Fund No. 3:		Demo - Demonstration-State TEA21 (DEMOS21)							Program Code	
		Existing Funding (\$1,000s)							20.30.010.680	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)	450							450		
PS&E	160							160		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	610							610		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	450							450		
PS&E	160							160		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	610							610		

Fund No. 4:		IIP - National Hwy System (NH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.025.700	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E	1,983							1,983		
R/W SUP (CT)	158							158		
CON SUP (CT)		1,659						1,659		
R/W										
CON		22,682						22,682		
TOTAL	2,141	24,341						26,482		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E	1,983							1,983		
R/W SUP (CT)	158							158		
CON SUP (CT)		6,859						6,859		
R/W										
CON		38,198						38,198		
TOTAL	2,141	45,057						47,198		

Fund No. 5:		RIP - National Hwy System (NH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.075.600	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)									Humboldt County Association of G	
PS&E	350							350		
R/W SUP (CT)	427							427		
CON SUP (CT)		2,393						2,393		
R/W	660							660		
CON		11,432						11,432		
TOTAL	1,437	13,825						15,262		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E	350							350		
R/W SUP (CT)	427							427		
CON SUP (CT)		2,393						2,393		
R/W	660							660		
CON		11,432						11,432		
TOTAL	1,437	13,825						15,262		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 09/10/19

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

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

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

Other Significant Information

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects

Approvals

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

Name (Print or Type)	Signature	Title	Date

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	09/10/19
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
01	36601	0114000065	2389			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
HUM	255	6	7.6	Caltrans		
				MPO	Element	
				Non-MPO	CO	
Project Manager/Contact		Phone		E-mail Address		
JEFF PIMENTEL		(707)834-9529		jeffrey.pimentel@dot.ca.gov		
Project Title						
Eureka/Arcata Restoration Project for Mitigation - 3 Parcels						
Location (Project Limits), Description (Scope of Work)						
In the vicinity of Eureka & Arcata along SR 255. Construct a wetland restoration project including three parcels as off site mitigation for parent project PPNO 0072, including wetland restoration consisting of freshwater wetland expansion, muted tidal restoration of salt marsh habitat, or a full-tidal restoration of salt marsh habitat.						
Component						
Implementing Agency						
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Legislative Districts						
Assembly:	2	Senate:	2	Congressional:	2	
Project Benefits						
Purpose and Need						
This restoration project will serve as mitigation for the parent project, EA 36600, the US 101 Eureka to Arcata Corridor Improvement Project. □						
Parcel 1 - The 78-acre Demello parcel is located west of the City of Arcata, at the end of Lanphere Road (Assessor's Parcel Number (APN) 506-029-114). The parcel was selected in part, because of its location adjacent to the United States Fish and Wildlife Service						
Category		Outputs/Outcomes			Unit	Total
Local streets and roads		# Sign(s), light(s), greenway, or other safety / beautification			Each	1
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis	N
Inc. Sustainable Communities Strategy Goals Y				Reduces Greenhouse Gas Emissions N		
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					10/01/2014	
Circulate Draft Environmental Document			Document Type	04/01/2018		
Draft Project Report					04/01/2018	
End Environmental Phase (PA&ED Milestone)					11/01/2018	
Begin Design (PS&E) Phase					11/02/2018	
End Design Phase (Ready to List for Advertisement Milestone)					01/20/2020	
Begin Right of Way Phase					12/01/2018	
End Right of Way Phase (Right of Way Certification Milestone)					01/05/2020	
Begin Construction Phase (Contract Award Milestone)					06/06/2020	
End Construction Phase (Construction Contract Acceptance Milestone)					12/01/2021	
Begin Closeout Phase					12/01/2022	
End Closeout Phase (Closeout Report)					09/01/2025	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/10/19

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/10/19

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

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)	950							950	Caltrans
PS&E	2,100							2,100	Caltrans
R/W SUP (CT)	320							320	Caltrans
CON SUP (CT)	1,900							1,900	Caltrans
R/W	2,042							2,042	Caltrans
CON	10,007							10,007	Caltrans
TOTAL	17,319							17,319	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	950							950	
PS&E	2,100							2,100	
R/W SUP (CT)	320							320	
CON SUP (CT)	1,900							1,900	
R/W	2,042							2,042	
CON	10,007							10,007	
TOTAL	17,319							17,319	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	304							304	Humboldt County Association of G
PS&E	1,144							1,144	
R/W SUP (CT)	69							69	
CON SUP (CT)	880							880	
R/W	306							306	
CON	3,456							3,456	
TOTAL	6,159							6,159	
Proposed Funding (\$1,000s)									
E&P (PA&ED)	304							304	
PS&E	1,144							1,144	
R/W SUP (CT)	69							69	
CON SUP (CT)	880							880	
R/W	306							306	
CON	3,456							3,456	
TOTAL	6,159							6,159	

Fund No. 2:	IIP - National Hwy System (NH)								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)	646							646	Caltrans
PS&E	956							956	
R/W SUP (CT)	251							251	
CON SUP (CT)	1,020							1,020	
R/W	1,736							1,736	
CON	6,551							6,551	
TOTAL	11,160							11,160	
Proposed Funding (\$1,000s)									
E&P (PA&ED)	646							646	
PS&E	956							956	
R/W SUP (CT)	251							251	
CON SUP (CT)	1,020							1,020	
R/W	1,736							1,736	
CON	6,551							6,551	
TOTAL	11,160							11,160	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 09/10/19

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

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

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

Other Significant Information

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects

Approvals

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

Name (Print or Type)	Signature	Title	Date

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	08/13/19
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
01	29831	0118000079	3121			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
LAK	29	26.1	29.1	Caltrans		
				MPO	Element	
				Non-MPO	CO	
Project Manager/Contact		Phone		E-mail Address		
Jaime Matteoli		(707)441-2097		jaime.matteoli@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					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Legislative Districts						
Assembly:	1	Senate:	2	Congressional:	1	
Project Benefits						
Purpose and Need						
Route 29 is part of a system defined as the 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.						
Category	Outputs/Outcomes			Unit	Total	
Local streets and roads	New roadway lane-mile(s)			Miles	5.38	
ADA Improvements	N	Bike/Ped Improvements	N	Reversible Lane analysis	N	
Inc. Sustainable Communities Strategy Goals	N			Reduces Greenhouse Gas Emissions	N	
Project Milestone				Existing	Proposed	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			Document Type			
Draft Project Report						
End Environmental Phase (PA&ED Milestone)				11/30/2016		
Begin Design (PS&E) Phase				07/01/2018		
End Design Phase (Ready to List for Advertisement Milestone)				07/01/2020		
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/13/19

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
01	LAK, ,	29, ,	29831	0118000079	3121	
Project Title: Lake 29 Expressway - Segment 2B						

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
PS&E	6,000							6,000	Caltrans
R/W SUP (CT)					2,000			2,000	Caltrans
CON SUP (CT)					9,000			9,000	Caltrans
R/W					12,000			12,000	Caltrans
CON					65,000			65,000	Caltrans
TOTAL	6,000				88,000			94,000	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	6,000							6,000	
R/W SUP (CT)					2,000			2,000	
CON SUP (CT)					9,000			9,000	
R/W					12,000			12,000	
CON					65,000			65,000	
TOTAL	6,000				88,000			94,000	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Lake County/City Area Planning Co
PS&E	900							900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	900							900	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	900							900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	900							900	

Fund No. 2:	IIP - National Hwy System (NH)								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
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 No. 3:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
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)					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					12,000			12,000	
CON					65,000			65,000	
TOTAL					88,000			88,000	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

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Date: 08/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
01	LAK	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 the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects

Approvals

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

Name (Print or Type)	Signature	Title	Date

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	08/13/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
01	29841	0118000078		3122			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
LAK	29	23.6	26.9	Caltrans			
				MPO	Element		
				Non-MPO	CO		
Project Manager/Contact		Phone		E-mail Address			
Jaime Matteoli		(707)441-2097		jaime.matteoli@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 3.0 mile portion of the 8-mile long, 4-lane Expressway Project.							
Component	Implementing Agency						
PA&ED	Caltrans						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
Legislative Districts							
Assembly:	1	Senate:	2	Congressional:	1		
Project Benefits							
Purpose and Need							
Purpose and Need: <input type="checkbox"/>							
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							
Category	Outputs/Outcomes			Unit	Total		
State Highway Road Construction	Mixed flow lane-mile(s) constructed			Miles	5.09		
ADA Improvements	N	Bike/Ped Improvements	N	Reversible Lane analysis	N		
Inc. Sustainable Communities Strategy Goals	N			Reduces Greenhouse Gas Emissions	N		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			Document Type				
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					11/30/2016		
Begin Design (PS&E) Phase					07/01/2018		
End Design Phase (Ready to List for Advertisement Milestone)					01/01/2020		
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)							
End Construction Phase (Construction Contract Acceptance Milestone)							
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/13/19

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
01	LAK, ,	29, ,	29841	0118000078	3122	
Project Title: Lake 29 Expressway - Segment 2A						

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
PS&E	6,000							6,000	Caltrans
R/W SUP (CT)					2,000			2,000	Caltrans
CON SUP (CT)					9,000			9,000	Caltrans
R/W					12,000			12,000	Caltrans
CON					65,000			65,000	Caltrans
TOTAL	6,000				88,000			94,000	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	6,000							6,000	
R/W SUP (CT)					2,000			2,000	
CON SUP (CT)					9,000			9,000	
R/W					12,000			12,000	
CON					65,000			65,000	
TOTAL	6,000				88,000			94,000	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Lake County/City Area Planning Co
PS&E	900							900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	900							900	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	900							900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	900							900	

Fund No. 2:	IIP - National Hwy System (NH)								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
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 No. 3:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
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)					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					12,000			12,000	
CON					65,000			65,000	
TOTAL					88,000			88,000	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 08/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
01	LAK	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 the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects

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Name (Print or Type)	Signature	Title	Date

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	08/13/19
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
03	3F281	0314000057	9801A			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
BUT	70	5.6	8.8	Butte County Association of Governments		
				MPO	Element	
				BCAG	CO	
Project Manager/Contact		Phone		E-mail Address		
Andy Newsum		(530)879-2468		anewsum@bcag.org		
Project Title						
SR70 Passing Lanes (Segment 2)						
Location (Project Limits), Description (Scope of Work)						
On State Route 70, from Cox Lane to 0.1 mile south of Palermo Road. Roadway widening.						
Component						
		Implementing Agency				
PA&ED		Butte County Association of Governments				
PS&E		Caltrans				
Right of Way		Caltrans				
Construction		Caltrans				
Legislative Districts						
Assembly:	3	Senate:	4	Congressional:	1	
Project Benefits						
The project will improve traffic safety by providing safe passing lanes which reduce the possibility of fatal head-on collisions. The project will improve bike and pedestrian facilities by providing wider shoulders. The project will also facilitate efficient movement of goods through the Sacramento Valley. □						
Purpose and Need						
The purpose of this project is to address safety concerns, improve highway segments with higher than average accident rates, and provide continuous passing lane opportunities along this segment of State Route 70.						
Category		Outputs/Outcomes			Unit	Total
State Highway Road Construction		Operational improvement(s)			Each	1
State Highway Road Construction		Passing lane mile(s) constructed			Miles	6
ADA Improvements N		Bike/Ped Improvements Y			Reversible Lane analysis N	
Inc. Sustainable Communities Strategy Goals Y			Reduces Greenhouse Gas Emissions Y			
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					07/01/2014	
Circulate Draft Environmental Document			Document Type	11/01/2017		
Draft Project Report					11/01/2017	
End Environmental Phase (PA&ED Milestone)					07/18/2018	
Begin Design (PS&E) Phase					07/18/2018	
End Design Phase (Ready to List for Advertisement Milestone)					01/02/2020	
Begin Right of Way Phase					07/18/2018	
End Right of Way Phase (Right of Way Certification Milestone)					12/01/2019	
Begin Construction Phase (Contract Award Milestone)					06/01/2020	
End Construction Phase (Construction Contract Acceptance Milestone)					12/01/2022	
Begin Closeout Phase					12/01/2023	
End Closeout Phase (Closeout Report)					12/01/2025	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/13/19

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
03	BUT, ,	70, ,	3F281	0314000057	9801A	
Project Title: SR70 Passing Lanes (Segment 2)						

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)	1,805							1,805	Butte County Association of
PS&E	2,980							2,980	Caltrans
R/W SUP (CT)	2,590							2,590	Caltrans
CON SUP (CT)		4,740						4,740	Caltrans
R/W	5,020							5,020	Caltrans
CON		33,750						33,750	Caltrans
TOTAL	12,395	38,490						50,885	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	1,805							1,805	
PS&E	2,980							2,980	
R/W SUP (CT)	2,590							2,590	
CON SUP (CT)		4,740						4,740	
R/W	5,020							5,020	
CON		33,750						33,750	
TOTAL	12,395	38,490						50,885	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Butte County Association of Govern
PS&E	400							400	
R/W SUP (CT)	500							500	
CON SUP (CT)		600						600	
R/W	900							900	
CON		4,200						4,200	
TOTAL	1,800	4,800						6,600	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E	400							400	
R/W SUP (CT)	500							500	
CON SUP (CT)		600						600	
R/W	900							900	
CON		4,200						4,200	
TOTAL	1,800	4,800						6,600	

Fund No. 2:	IIP - National Hwy System (NH)								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
PS&E	400							400	
R/W SUP (CT)	500							500	
CON SUP (CT)		600						600	
R/W	900							900	
CON		4,200						4,200	
TOTAL	1,800	4,800						6,600	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E	400							400	
R/W SUP (CT)	500							500	
CON SUP (CT)		600						600	
R/W	900							900	
CON		4,200						4,200	
TOTAL	1,800	4,800						6,600	

Fund No. 3:		Other State - National Hwy System (NH)							Program Code	
		Existing Funding (\$1,000s)							SHOPP	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)	980							980		
PS&E	2,180							2,180		
R/W SUP (CT)	1,590							1,590		
CON SUP (CT)		3,540						3,540		
R/W	3,220							3,220		
CON		25,350						25,350		
TOTAL	7,970	28,890						36,860		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	980							980		
PS&E	2,180							2,180		
R/W SUP (CT)	1,590							1,590		
CON SUP (CT)		3,540						3,540		
R/W	3,220							3,220		
CON		25,350						25,350		
TOTAL	7,970	28,890						36,860		

Fund No. 4:		Demo - Demonstration-State TEA21 (DEMOS21)							Program Code	
		Existing Funding (\$1,000s)							20.30.010.680	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)	825							825		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	825							825		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	825							825		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	825							825		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 08/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
03	BUT	70	3F281	0314000057	9801A	

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

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

Other Significant Information

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects

Approvals

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

Name (Print or Type)	Signature	Title	Date

Attachments

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

Amendment (Existing Project) Y/N					Date:	08/13/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
03	3F282	0318000039		9801B			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
BUT	70	0	3.6	Butte County Association of Governments			
YUB	70	25.5	25.8	MPO		Element	
				BCAG		CO	
Project Manager/Contact		Phone		E-mail Address			
Andy Newsum		(530)809-4616		anewsum@bcag.org			
Project Title							
SR 70 Passing Lanes (Segment 3)							
Location (Project Limits), Description (Scope of Work)							
On Route 70 from 0.4 mile South or East of Gridley Road to 0.3 mile South of Butte/Yuba County line. Widen roadway.							
Component							
		Implementing Agency					
PA&ED		Butte County Association of Governments					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	3		Senate:	4		Congressional:	1
Project Benefits							
The project will improve traffic safety by providing safe passing lanes which reduce the possibility of fatal head-on collisions. The project will improve bike and pedestrian facilities by providing wider shoulders. The project will also facilitate efficient movement of goods through the Sacramento Valley. □							
Purpose and Need							
The purpose of this project is to address safety concerns, improve highway segments with higher than average accident rates, and provide continuous passing lane opportunities along this segment of State Route 70. □ □							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Passing lane mile(s) constructed			Miles	6	
State Highway Road Construction		Operational improvement(s)			Each	1	
ADA Improvements N		Bike/Ped Improvements Y			Reversible Lane analysis Y		
Inc. Sustainable Communities Strategy Goals Y				Reduces Greenhouse Gas Emissions Y			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					12/01/2017		
Circulate Draft Environmental Document			Document Type		05/01/2019		
Draft Project Report					07/01/2019		
End Environmental Phase (PA&ED Milestone)					07/01/2019		
Begin Design (PS&E) Phase					07/01/2019		
End Design Phase (Ready to List for Advertisement Milestone)					10/15/2021		
Begin Right of Way Phase					07/01/2019		
End Right of Way Phase (Right of Way Certification Milestone)					09/15/2021		
Begin Construction Phase (Contract Award Milestone)					04/15/2022		
End Construction Phase (Construction Contract Acceptance Milestone)					12/15/2024		
Begin Closeout Phase					12/15/2025		
End Closeout Phase (Closeout Report)					09/15/2029		

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/13/19

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
03	BUT, YUB,	70, 70,	3F282	0318000039	9801B	
Project Title: SR 70 Passing Lanes (Segment 3)						

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)	4,000							4,000	Butte County Association of
PS&E	4,200							4,200	Caltrans
R/W SUP (CT)	4,000							4,000	Caltrans
CON SUP (CT)			5,400					5,400	Caltrans
R/W	4,518							4,518	Caltrans
CON			43,750					43,750	Caltrans
TOTAL	16,718		49,150					65,868	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	4,000							4,000	
PS&E	4,200							4,200	
R/W SUP (CT)	4,000							4,000	
CON SUP (CT)			5,400					5,400	
R/W	4,518							4,518	
CON			43,750					43,750	
TOTAL	16,718		49,150					65,868	

Fund No. 1:	Other State - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.800.200
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	3,400							3,400	
PS&E	3,000							3,000	
R/W SUP (CT)	2,500							2,500	
CON SUP (CT)			3,200					3,200	
R/W	3,218							3,218	
CON			28,750					28,750	
TOTAL	12,118		31,950					44,068	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,400							3,400	
PS&E	3,000							3,000	
R/W SUP (CT)	2,500							2,500	
CON SUP (CT)			3,200					3,200	
R/W	3,218							3,218	
CON			28,750					28,750	
TOTAL	12,118		31,950					44,068	

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	300							300	Butte County Association of Govern
PS&E	600							600	
R/W SUP (CT)	750							750	
CON SUP (CT)			1,100					1,100	
R/W	650							650	
CON			7,500					7,500	
TOTAL	2,300		8,600					10,900	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	300							300	
PS&E	600							600	
R/W SUP (CT)	750							750	
CON SUP (CT)			1,100					1,100	
R/W	650							650	
CON			7,500					7,500	
TOTAL	2,300		8,600					10,900	

Fund No. 3:		IIP - National Hwy System (NH)							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)	300							300	Caltrans	
PS&E	600							600		
R/W SUP (CT)	750							750		
CON SUP (CT)			1,100					1,100		
R/W	650							650		
CON			7,500					7,500		
TOTAL	2,300		8,600					10,900		
		Proposed Funding (\$1,000s)								Notes
E&P (PA&ED)	300							300		
PS&E	600							600		
R/W SUP (CT)	750							750		
CON SUP (CT)			1,100					1,100		
R/W	650							650		
CON			7,500					7,500		
TOTAL	2,300		8,600					10,900		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

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Date: 08/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
03	BUT YUB	70 70	3F282	0318000039	9801B	

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

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

Other Significant Information

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects

Approvals

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

Name (Print or Type)	Signature	Title	Date

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Yes					Date:	08/02/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
05	31600	0500000497		0057C	1235		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
MON	156	R1.3	T5.2	Caltrans			
MON	101	94.6	96.8	MPO		Element	
				AMBAG		CO	
Project Manager/Contact		Phone		E-mail Address			
David Silberberger		(805)549-3798		david.silberberger@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						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
Legislative Districts							
Assembly:	27,28		Senate:	12,15		Congressional:	17
Project Benefits							
Provides traffic congestion relief for 32,000 vehicles per weekday; Improves safety for Oak Hills and other local communities; Improves safety at intersections; Supports our \$2 billion per year visitor economy; Improves movement of valuable goods to market.							
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							
Category		Outputs/Outcomes				Unit	Total
ADA Improvements Y/N		Bike/Ped Improvements Y/N				Reversible Lane analysis	Y/N
Inc. Sustainable Communities Strategy Goals		Y/N		Reduces Greenhouse Gas Emissions Y/N			
Project Milestone						Existing	Proposed
Project Study Report Approved							
Begin Environmental (PA&ED) Phase						07/01/2005	
Circulate Draft Environmental Document				Document Type	EIR/EIS	06/23/2009	
Draft Project Report						06/23/2009	
End Environmental Phase (PA&ED Milestone)						05/07/2012	07/01/22
Begin Design (PS&E) Phase						05/07/2012	07/01/22
End Design Phase (Ready to List for Advertisement Milestone)						01/03/2017	10/02/26
Begin Right of Way Phase						09/03/2012	10/25/22
End Right of Way Phase (Right of Way Certification Milestone)						07/06/2016	07/02/26
Begin Construction Phase (Contract Award Milestone)						07/10/2017	04/07/27
End Construction Phase (Construction Contract Acceptance Milestone)						10/07/2022	04/21/31
Begin Closeout Phase						02/22/2023	04/21/31
End Closeout Phase (Closeout Report)						02/22/2024	04/26/33

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/02/19

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/02/19

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

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)	13,294							13,294	Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL	13,294							13,294	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	13,294							13,294	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	13,294							13,294	

Fund No. 1:	IIP - State Cash (ST-CASH)								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)	7,700							7,700	Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	7,700							7,700	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	7,700							7,700	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	7,700							7,700	

Fund No. 2:	Federal Disc. - Interstate Maintenance (IM)								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)	431							431	Federal Highway Administration (FHWA)
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 No. 3:		Demo - High Priority Projects Program (DEMO-ST)							Program Code	
		Existing Funding (\$1,000s)							20.30.010.680	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)	3,563							3,563	Monterey County	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	3,563							3,563		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	3,563							3,563		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	3,563							3,563		

Fund No. 4:		Future Need - Future Funds (NO-FUND)							Program Code	
		Existing Funding (\$1,000s)							FUTURE	
Component	Prior	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)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 5:		RIP - National Hwy System (NH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.075.600	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	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)							Notes	
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		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

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Date: 08/02/19

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

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

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

Other Significant Information

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects

Approvals

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Name (Print or Type)	Signature	Title	Date

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Yes						Date:	08/02/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.	
05	34490	0500000505		0297	4060			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency				
SBT	156	3	R8.2	Caltrans				
				MPO		Element		
				AMBAG		CO		
Project Manager/Contact		Phone		E-mail Address				
Brandy Rider		(805)549-3620		brandy.rider@dot.ca.gov				
Project Title								
San Benito Route 156 Improvement Project								
Location (Project Limits), Description (Scope of Work)								
In San Juan Bautista, from The Alameda to 0.2 mile east of Fourth Street. Widen to 4 lanes.								
Component		Implementing Agency						
PA&ED		Caltrans						
PS&E		Caltrans						
Right of Way		Caltrans						
Construction		Caltrans						
Legislative Districts								
Assembly:	28		Senate:	12		Congressional:	17	
Project Benefits								
Purpose and Need								
State Route 156 is an east-west interregional facility connecting the Monterey Peninsula to State Route 101 and 152. It provides a moderate level of service for agricultural truck travel out of the Castroville, Monterey Bay, Salinas Valley, Hollister area to the San Joaquin Valley. Route 156 also provides for recreational travel to the Monterey Bay Area from points north and south via State Route 101 and to other regions via Interstate 5 and State Route 99. It is the only direct agricultural goods movement and recreational route								
Category			Outputs/Outcomes				Unit	Total
ADA Improvements Y/N			Bike/Ped Improvements Y/N			Reversible Lane analysis Y/N		
Inc. Sustainable Communities Strategy Goals Y/N				Reduces Greenhouse Gas Emissions Y/N				
Project Milestone						Existing	Proposed	
Project Study Report Approved								
Begin Environmental (PA&ED) Phase						07/01/1998		
Circulate Draft Environmental Document				Document Type	EIR	08/13/2007		
Draft Project Report						08/13/2007		
End Environmental Phase (PA&ED Milestone)						10/10/2008		
Begin Design (PS&E) Phase						10/10/2008		
End Design Phase (Ready to List for Advertisement Milestone)						05/05/2019	12/12/19	
Begin Right of Way Phase						11/01/2013	11/12/13	
End Right of Way Phase (Right of Way Certification Milestone)						03/01/2019	10/07/19	
Begin Construction Phase (Contract Award Milestone)						10/15/2019	07/09/20	
End Construction Phase (Construction Contract Acceptance Milestone)						12/31/2021	08/09/22	
Begin Closeout Phase						10/19/2022	06/01/23	
End Closeout Phase (Closeout Report)						11/05/2024	08/14/23	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/02/19

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SBT, ,	156, ,	34490	0500000505	0297	
Project Title: San Benito Route 156 Improvement 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)	3,936							3,936	Caltrans
PS&E	8,410							8,410	Caltrans
R/W SUP (CT)	2,720							2,720	Caltrans
CON SUP (CT)	11,000							11,000	Caltrans
R/W	22,488							22,488	Caltrans
CON	57,339							57,339	Caltrans
TOTAL	105,893							105,893	

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)	3,936							3,936	
PS&E	8,410							8,410	
R/W SUP (CT)	2,720							2,720	
CON SUP (CT)	11,000							11,000	
R/W	22,488							22,488	
CON	57,339							57,339	
TOTAL	105,893							105,893	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Council of San Benito County Gov
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	14,700							14,700	
TOTAL	14,700							14,700	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	14,700							14,700	
TOTAL	14,700							14,700	

Fund No. 2:	IIP - National Hwy System (NH)								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
PS&E									
R/W SUP (CT)									
CON SUP (CT)	11,000							11,000	
R/W									
CON	33,000							33,000	
TOTAL	44,000							44,000	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)	11,000							11,000	
R/W									
CON	33,000							33,000	
TOTAL	44,000							44,000	

Fund No. 3:		IIP - State Cash (ST-CASH)							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)	3,936							3,936	Caltrans	
PS&E	8,410							8,410		
R/W SUP (CT)	2,720							2,720		
CON SUP (CT)										
R/W	22,488							22,488		
CON										
TOTAL	37,554							37,554		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	3,936							3,936		
PS&E	8,410							8,410		
R/W SUP (CT)	2,720							2,720		
CON SUP (CT)										
R/W	22,488							22,488		
CON										
TOTAL	37,554							37,554		

Fund No. 4:		Local Funds - Traffic Impact Fees (TRA FEE)							Program Code	
		Existing Funding (\$1,000s)							LOCAL FUNDS	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)									San Benito County	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON	9,639							9,639		
TOTAL	9,639							9,639		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON	9,639							9,639		
TOTAL	9,639							9,639		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 08/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SBT	156	34490	0500000505	0297	

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

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

Other Significant Information

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects

Approvals

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

Name (Print or Type)	Signature	Title	Date

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	09/13/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
05	3307A	0514000027		0226J			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SLO	46	49.7	54.6	Caltrans			
				MPO	Element		
				SLOCOG	CO		
Project Manager/Contact		Phone		E-mail Address			
David Rasmussen		(805)549-3677		david.rasmussen@dot.ca.gov			
Project Title							
Cholame							
Location (Project Limits), Description (Scope of Work)							
Near Shandon, from 0.2 miles west of Shandon Safety Roadside Rest Area to 0.5 mile east of Jack Ranch Cafe. Convert to a 4 lane expressway.							
Component							
Implementing Agency							
PA&ED	Caltrans						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
Legislative Districts							
Assembly:	33	Senate:	15	Congressional:	24		
Project Benefits							
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 Need							
See Page 2							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		New roadway lane-miles			Miles	9.8	
ADA Improvements	No	Bike/Ped Improvements	Yes	Reversible Lane analysis	No		
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		No		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			Document Type	EIR/FONSI			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					05/09/2006		
Begin Design (PS&E) Phase					02/03/2015		
End Design Phase (Ready to List for Advertisement Milestone)					02/01/2020	04/21/21	
Begin Right of Way Phase					07/01/2015		
End Right of Way Phase (Right of Way Certification Milestone)					12/01/2019	04/07/21	
Begin Construction Phase (Contract Award Milestone)					08/01/2020	12/10/21	
End Construction Phase (Construction Contract Acceptance Milestone)					04/28/2023	08/01/24	
Begin Closeout Phase					05/01/2024	07/01/25	
End Closeout Phase (Closeout Report)					01/26/2027	07/01/28	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/13/19

Additional Information

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

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SLO, ,	46, ,	3307A	0514000027	0226J	
Project Title: Cholame						

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
PS&E	13,900							13,900	Caltrans
R/W SUP (CT)	2,700							2,700	Caltrans
CON SUP (CT)		11,221						11,221	Caltrans
R/W	14,000							14,000	Caltrans
CON		61,200						61,200	Caltrans
TOTAL	30,600	72,421						103,021	
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		82,734						82,734	
TOTAL	30,600	93,955						124,555	

Fund No. 1:	IIP - National Hwy System (NH)								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
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		61,200						61,200	
TOTAL	30,600	72,421						103,021	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									Increase Con Cap by \$21,534k (from \$61,200k to \$82,734k)
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		82,734						82,734	
TOTAL	30,600	93,955						124,555	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

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Date: 09/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SLO	46	3307A	0514000027	0226J	

SECTION 1 - All Projects

Project Background

Programming Change Requested

Update Project Location to:
Near Shandon, from 0.2 miles east of Shandon Safety Roadside Rest Area to 0.1 miles west of Davis Road

Update post mile limits to: 49.7/54.7

Increase Con capital component from \$61,000,000 to \$82,734,000 (difference of \$21,734,000)

Reason for Proposed Change

More detailed design has resulted in refinement of postmile limits and location description.

Construction capital increase due to increased earthwork due to lower profile, increase in drainage systems/animal connectivity, additional concrete reinforcement per Final Geotech Design Report, addition of CHP Mini Site, improved erosion control, addition of CMS, increase in unit costs across entire project, and increase in contingencies. In addition, the previous construction estimate anticipated construction in FY 19/20 which was an accelerated schedule. Now the project will reach construction in FY 20/21 which is the originally scheduled delivery year, but additional funds are needed to align the estimate with the current schedule.

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

Cost increase funded through 2020 ITIP

Other Significant Information

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects

Approvals

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

Name (Print or Type)	Signature	Title	Date
David Rasmussen		Project Manager	

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Yes						Date:	08/02/19	
District		EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
05		3307C	0514000028		0226K			
County	Route/Corridor		PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SLO	46		54.1	57.8	Caltrans			
					MPO		Element	
					SLOCOG		CO	
Project Manager/Contact			Phone		E-mail Address			
David Rasmussen			(805)549-3677		david.rasmussen@dot.ca.gov			
Project Title								
Wye Segment								
Location (Project Limits), Description (Scope of Work)								
In San Luis Obispo County, 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								
PS&E		Caltrans						
Right of Way		Caltrans						
Construction		Caltrans						
Legislative Districts								
Assembly:	33		Senate:	15		Congressional:	24	
Project Benefits								
Reduces fatalities and injuries at this intersection, a location exceeding the statewide collision average by nearly three times, by replacing the at-grade intersection with a grade separation. Improves safety potential by replacing a two-lane undivided highway with a two-lane divided highway on SR 46.□								
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. Traffic volumes are expected to grow at a rate that is correspondingly higher than local								
Category			Outputs/Outcomes			Unit	Total	
Local streets and roads			New roadway lane-mile(s)			Miles	7.4	
ADA Improvements Y/N			Bike/Ped Improvements Y/N			Reversible Lane analysis Y/N		
Inc. Sustainable Communities Strategy Goals Y/N				Reduces Greenhouse Gas Emissions Y/N				
Project Milestone						Existing	Proposed	
Project Study Report Approved								
Begin Environmental (PA&ED) Phase								
Circulate Draft Environmental Document				Document Type	EIR/FONSI			
Draft Project Report								
End Environmental Phase (PA&ED Milestone)						05/09/2006		
Begin Design (PS&E) Phase						08/01/2018		
End Design Phase (Ready to List for Advertisement Milestone)						06/29/2022	04/07/22	
Begin Right of Way Phase						08/01/2018	10/01/19	
End Right of Way Phase (Right of Way Certification Milestone)						04/25/2022	03/23/22	
Begin Construction Phase (Contract Award Milestone)						12/30/2022	10/26/22	
End Construction Phase (Construction Contract Acceptance Milestone)						08/01/2025	07/28/25	
Begin Closeout Phase						08/03/2026	05/28/27	
End Closeout Phase (Closeout Report)						08/01/2027	07/27/27	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/02/19

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SLO, ,	46, ,	3307C	0514000028	0226K	
Project Title: Wye Segment						

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)									
PS&E	13,200							13,200	Caltrans
R/W SUP (CT)	2,400							2,400	Caltrans
CON SUP (CT)			13,400					13,400	Caltrans
R/W	9,400							9,400	Caltrans
CON			97,800					97,800	Caltrans
TOTAL	25,000		111,200					136,200	

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	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			97,800					97,800	
TOTAL	35,000		111,200					146,200	

Fund No. 1:	IIP - National Hwy System (NH)								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
PS&E	13,200							13,200	
R/W SUP (CT)	2,400							2,400	
CON SUP (CT)			13,400					13,400	
R/W	9,400							9,400	
CON			95,300					95,300	
TOTAL	25,000		108,700					133,700	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Increase R/W capital from \$9,400,000 to \$19,400,000.
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	

Fund No. 2:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
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)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 3:		RIP - State Cash (ST-CASH)							Program Code	
Existing Funding (\$1,000s)									20.XX.075.600	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)									San Luis Obispo County Council of	
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		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

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Date: 08/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SLO	46	3307C	0514000028	0226K	

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

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

Other Significant Information

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects

Approvals

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

Name (Print or Type)	Signature	Title	Date

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Yes					Date:	08/02/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
05	3307E	0518000075		0226L			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SLO	46	55.1	60.9	Caltrans			
				MPO	Element		
				SLOCOG	CO		
Project Manager/Contact		Phone		E-mail Address			
David Rasmussen		(805)549-3677		david.rasmussen@dot.ca.gov			
Project Title							
Route 46 Antelope Grade							
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 of Kern County Line. Convert to 4 lane expressway.							
Component							
Implementing Agency							
PA&ED							
Caltrans							
PS&E							
Caltrans							
Right of Way							
Caltrans							
Construction							
Caltrans							
Legislative Districts							
Assembly:	33		Senate:	15		Congressional:	24
Project Benefits							
Purpose and Need							
Project Benefits: <input type="checkbox"/>							
Reduce congestion and greenhouse gas emissions, while providing healthier and cleaner air with resiliency to climate change in the eastern part of the County which is currently designated as non-attainment for State and Federal ambient air quality standards. Improve mobility and system efficiency for emergency responders. <input type="checkbox"/>							
Category		Outputs/Outcomes			Unit	Total	
ADA Improvements Y/N		Bike/Ped Improvements Y/N			Reversible Lane analysis Y/N		
Inc. Sustainable Communities Strategy Goals Y/N				Reduces Greenhouse Gas Emissions Y/N			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			Document Type				
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					06/29/2005		
Begin Design (PS&E) Phase					08/01/2018		
End Design Phase (Ready to List for Advertisement Milestone)					06/25/2022	04/07/22	
Begin Right of Way Phase					08/01/2018	10/01/19	
End Right of Way Phase (Right of Way Certification Milestone)					04/25/2022	03/23/22	
Begin Construction Phase (Contract Award Milestone)					11/20/2022	10/26/22	
End Construction Phase (Construction Contract Acceptance Milestone)					05/01/2025	07/28/25	
Begin Closeout Phase					05/01/2025	05/28/27	
End Closeout Phase (Closeout Report)					11/01/2027	07/27/27	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/02/19

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SLO, ,	46, ,	3307E	0518000075	0226L	
Project Title: Route 46 Antelope Grade						

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)									
PS&E			10,300					10,300	Caltrans
R/W SUP (CT)			2,170					2,170	Caltrans
CON SUP (CT)			11,900					11,900	Caltrans
R/W			3,024					3,024	Caltrans
CON			70,100					70,100	Caltrans
TOTAL			97,494					97,494	

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			10,300					10,300	
R/W SUP (CT)			2,170					2,170	
CON SUP (CT)			11,900					11,900	
R/W			3,024					3,024	
CON			70,100					70,100	
TOTAL			97,494					97,494	

Fund No. 1:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
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)			11,900					11,900	
R/W									
CON			70,100					70,100	
TOTAL			82,000					82,000	

Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E			10,300					10,300	
R/W SUP (CT)			2,170					2,170	
CON SUP (CT)			11,900					11,900	
R/W			3,024					3,024	
CON			70,100					70,100	
TOTAL			97,494					97,494	

Fund No. 2:	IIP - State Cash (ST-CASH)								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
PS&E			10,300					10,300	
R/W SUP (CT)			2,170					2,170	
CON SUP (CT)									
R/W			3,024					3,024	
CON									
TOTAL			15,494					15,494	

Proposed Funding (\$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									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 08/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SLO	46	3307E	0518000075	0226L	

SECTION 1 - All Projects

Project Background
Programming Change Requested
Reason for Proposed Change
If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded
Other Significant Information

SECTION 2 - For SB1 Projects Only
Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects								
Approvals								
I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*								
<table border="1"> <thead> <tr> <th>Name (Print or Type)</th> <th>Signature</th> <th>Title</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	Name (Print or Type)	Signature	Title	Date				
Name (Print or Type)	Signature	Title	Date					

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	08/02/19
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
05	0N70B	0518000131	7101B			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SB	101	9.1	12.3	Santa Barbara County Assoc. of Governments		
				MPO	Element	
				SBCAG	CO	
Project Manager/Contact		Phone		E-mail Address		
David Emerson		(805)549-3437				
Project Title						
South Coast 101 HOV Lanes - Montecito to Santa Barbara (Segments 4D-4E)						
Location (Project Limits), Description (Scope of Work)						
In and near Montecito and Santa Barbara, from Sheffield Drive to Sycamore Creek. Construct HOV lanes.						
Component						
		Implementing Agency				
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Legislative Districts						
Assembly:	35	Senate:	19	Congressional:	23	
Project Benefits						
Over 13,500 passenger hours of delay reduction daily. Reduced travel time and improved trip reliability for buses, interregional travelers, and high occupancy users. Improved goods movement, interregional travel, and coastal access, between the Los Angeles basin and the San Francisco Bay Area. A coordinated rehabilitation strategy within the same limits will install long-life (40+ year) pavement on all lanes, reducing future maintenance and construction needs in the corridor.						
Purpose and Need						
Reduce congestion and delays, provide capacity for future travel demand, improve travel time, provide for HOV lane continuity (in southern Santa Barbara County, per the 2008 RTP). Route 101 within the project limits currently operates with LOS F congested flow conditions for two to four hours daily. In this area, Route 101 serves as a critical link for interregional goods movement, coastal access, and travel between the Los Angeles basin and the San Francisco Bay area. When I-5 closes over the Grapevine, this section of Route						
Category	Outputs/Outcomes			Unit	Total	
State Highway Road Construction	Modified/Improved interchange(s)			Each	2	
State Highway Road Construction	Modified/Reconstructed bridge(s)			Each	19	
State Highway Road Construction	Operational improvement(s)			Each	1	
State Highway Road Construction	HOV/HOT lane-mile(s) constructed			Miles	19.2	
ADA Improvements Y	Bike/Ped Improvements Y			Reversible Lane analysis Y		
Inc. Sustainable Communities Strategy Goals Y			Reduces Greenhouse Gas Emissions Y			
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)						08/26/14
Begin Design (PS&E) Phase						03/20/19
End Design Phase (Ready to List for Advertisement Milestone)						06/10/22
Begin Right of Way Phase						07/15/19
End Right of Way Phase (Right of Way Certification Milestone)						02/23/22
Begin Construction Phase (Contract Award Milestone)						12/23/22
End Construction Phase (Construction Contract Acceptance Milestone)						06/15/23
Begin Closeout Phase						02/12/24
End Closeout Phase (Closeout Report)						04/10/24

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/02/19

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SB, ,	101, ,	0N70B	0518000131	7101B	
Project Title: South Coast 101 HOV Lanes - Montecito to Santa Barbara (Segments 4D-4E)						

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)	3,300							3,300	Caltrans
PS&E	15,760							15,760	Caltrans
R/W SUP (CT)	900							900	Caltrans
CON SUP (CT)					26,880			26,880	Caltrans
R/W	9,330							9,330	Caltrans
CON					136,810			136,810	Caltrans
TOTAL	29,290				163,690			192,980	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	3,300							3,300	
PS&E	15,760							15,760	
R/W SUP (CT)	900							900	
CON SUP (CT)					26,880			26,880	
R/W	9,330							9,330	
CON					136,810			136,810	
TOTAL	29,290				163,690			192,980	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County Assoc. of G
PS&E	2,507							2,507	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,507							2,507	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	2,507							2,507	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,507							2,507	

Fund No. 2:	Local Funds - Local Measure (MEA)								Program Code
Existing Funding (\$1,000s)									LOCAL FUNDS
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County
PS&E	13,253							13,253	
R/W SUP (CT)	900							900	
CON SUP (CT)									
R/W	9,330							9,330	
CON					46,550			46,550	
TOTAL	23,483				46,550			70,033	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	13,253							13,253	
R/W SUP (CT)	900							900	
CON SUP (CT)									
R/W	9,330							9,330	
CON					46,550			46,550	
TOTAL	23,483				46,550			70,033	

Fund No. 3:		IIP - National Hwy System (NH)							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)	600							600	Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	600							600		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	600							600		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	600							600		

Fund No. 4:		Future Need - Future Funds (NO-FUND)							Program Code	
		Existing Funding (\$1,000s)							FUTURE	
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)					26,880			26,880		
R/W										
CON					90,260			90,260		
TOTAL					117,140			117,140		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)					26,880			26,880		
R/W										
CON					90,260			90,260		
TOTAL					117,140			117,140		

Fund No. 5:		RIP - State Cash (ST-CASH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.075.600	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)	2,700							2,700	Santa Barbara County Assoc. of G	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	2,700							2,700		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	2,700							2,700		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	2,700							2,700		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

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Date: 08/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SB	101	0N70B	0518000131	7101B	

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

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

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

SECTION 3 - All Projects

Approvals

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- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	08/02/19
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.
05	0N701	0518000112		7101C		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SB	101	1.4	R4.8	Caltrans		
				MPO	Element	
				SBCAG	CO	
Project Manager/Contact		Phone		E-mail Address		
David Emerson		(805)549-3437		david.emerson@dot.ca.gov		
Project Title						
South Coast 101 HOV Lanes - Carpinteria (Segment 4A)						
Location (Project Limits), Description (Scope of Work)						
In Santa Barbara County, in Carpinteria from 0.2 miles south of Bailard Avenue to 0.5 miles south of S. Padaro Lane. Construct HOV lanes. <input type="checkbox"/>						
<input type="checkbox"/> This is a grandchild of parent project 05-0N700 (PPNO 7101) and child of parent 05-0N70A (PPNO 7101A).						
Component		Implementing Agency				
PA&ED		Caltrans				
PS&E		Caltrans				
Right of Way		Caltrans				
Construction		Caltrans				
Legislative Districts						
Assembly:	37	Senate:	19	Congressional:	24	
Project Benefits						
Over 13,500 passenger hours of delay reduction daily. Reduced travel time and improved trip reliability for buses, interregional travelers, and high occupancy users. Improved goods movement, interregional travel, and coastal access, between the Los Angeles basin and the San Francisco Bay Area. The delay reduction amount shown above is associated with the parent project and will be fulfilled when the entire parent project is completed. A coordinated rehabilitation strategy within the same limits will install long-life						
Purpose and Need						
Reduce congestion and delays, provide capacity for future travel demand, improve travel time, and provide for HOV lane continuity (in southern Santa Barbara County, per the 2017 RTP). Route 101 within the project limits currently operates with LOS F congested flow conditions for two to four hours daily. In this area, Route 101 serves as a critical link for interregional goods movement, coastal access, and travel between the Los Angeles basin and the San Francisco Bay area. When I-5 closes over the Grapevine, this section						
Category		Outputs/Outcomes			Unit	Total
State Highway Road Construction		Modified/Reconstructed bridge(s)			Each	4
State Highway Road Construction		Sound wall mile(s) constructed			Miles	1.47
State Highway Road Construction		Modified/Improved interchange(s)			Each	0
State Highway Road Construction		HOV/HOT lane-mile(s) constructed			Miles	5.8
ADA Improvements	N	Bike/Ped Improvements	N	Reversible Lane analysis	Y	
Inc. Sustainable Communities Strategy Goals			Y	Reduces Greenhouse Gas Emissions Y		
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			Document Type	EIR/FONSI		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)					08/26/2014	
Begin Design (PS&E) Phase					07/01/2018	
End Design Phase (Ready to List for Advertisement Milestone)					02/01/2020	01/31/20
Begin Right of Way Phase					07/01/2018	
End Right of Way Phase (Right of Way Certification Milestone)					01/15/2020	
Begin Construction Phase (Contract Award Milestone)					08/15/2020	08/05/20
End Construction Phase (Construction Contract Acceptance Milestone)					08/15/2024	02/21/24
Begin Closeout Phase					08/15/2025	10/15/24
End Closeout Phase (Closeout Report)					02/15/2027	12/13/24

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PROJECT PROGRAMMING REQUEST

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PROJECT PROGRAMMING REQUEST

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Date: 08/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SB, ,	101, ,	0N701	0518000112	7101C	
Project Title: South Coast 101 HOV Lanes - Carpinteria (Segment 4A)						

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)	12,245							12,245	Caltrans
PS&E	9,700							9,700	Caltrans
R/W SUP (CT)	1,140							1,140	Caltrans
CON SUP (CT)	22,060							22,060	Caltrans
R/W	10,620							10,620	Caltrans
CON	86,500							86,500	Caltrans
TOTAL	142,265							142,265	

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)	12,245							12,245	
PS&E	9,700							9,700	
R/W SUP (CT)	1,140							1,140	
CON SUP (CT)	22,060							22,060	
R/W	10,620							10,620	
CON	86,500							86,500	
TOTAL	142,265							142,265	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County Assoc. of G
PS&E	6,320							6,320	
R/W SUP (CT)	920							920	
CON SUP (CT)	3,620							3,620	
R/W	500							500	
CON									
TOTAL	11,360							11,360	

Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E	6,320							6,320	
R/W SUP (CT)	920							920	
CON SUP (CT)	3,620							3,620	
R/W	500							500	
CON									
TOTAL	11,360							11,360	

Fund No. 2:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Various Agencies
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	5,240							5,240	
CON									
TOTAL	5,240							5,240	

Proposed Funding (\$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	5,240							5,240	
CON									
TOTAL	5,240							5,240	

Fund No. 3:		Local Funds - Local Transportation Funds (LTF)							Program Code	
		Existing Funding (\$1,000s)							20.XX.400.100	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)									Santa Barbara County	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON	2,470							2,470		
TOTAL	2,470							2,470		
		Proposed Funding (\$1,000s)								
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON	2,470							2,470		
TOTAL	2,470							2,470		

Fund No. 4:		IIP - State Cash (ST-CASH)							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)	495							495	Caltrans	
PS&E	2,000							2,000		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	2,495							2,495		
		Proposed Funding (\$1,000s)								
E&P (PA&ED)	495							495		
PS&E	2,000							2,000		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	2,495							2,495		

Fund No. 5:		RIP - State Cash (ST-CASH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.075.600	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)	2,550							2,550	Santa Barbara County Assoc. of G	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	2,550							2,550		
		Proposed Funding (\$1,000s)								
E&P (PA&ED)	2,550							2,550		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	2,550							2,550		

Fund No. 6:		State SB1 TCEP - Trade Corridors Enhancement Account (TCEA)							Program Code	
Existing Funding (\$1,000s)									20.XX.723.200	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)	8,400							8,400		
R/W										
CON	7,600							7,600		
TOTAL	16,000							16,000		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)	8,400							8,400		
R/W										
CON	7,600							7,600		
TOTAL	16,000							16,000		

Fund No. 7:		State SB1 TCEP - Trade Corridors Enhancement Account (TCEA)							Program Code	
Existing Funding (\$1,000s)									20.XX.723.100	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON	35,000							35,000		
TOTAL	35,000							35,000		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON	35,000							35,000		
TOTAL	35,000							35,000		

Fund No. 8:		Other State - National Hwy System (NH)							Program Code	
Existing Funding (\$1,000s)									SHOPP	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)	9,200							9,200		
PS&E	1,380							1,380		
R/W SUP (CT)	220							220		
CON SUP (CT)	10,040							10,040		
R/W	4,880							4,880		
CON	41,430							41,430		
TOTAL	67,150							67,150		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)	9,200							9,200		
PS&E	1,380							1,380		
R/W SUP (CT)	220							220		
CON SUP (CT)	10,040							10,040		
R/W	4,880							4,880		
CON	41,430							41,430		
TOTAL	67,150							67,150		

Fund No. 9:		State SB1 SCCP - State Highway Account (SHA)							Program Code	
Component		Existing Funding (\$1,000s)							20.XX.705.100	
Component		Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)										Caltrans
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

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Date: 08/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SB	101	0N701	0518000112	7101C	

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

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

Other Significant Information

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

SECTION 3 - All Projects

Approvals

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Name (Print or Type)	Signature	Title	Date

Attachments

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- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	08/02/19		
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.	
05	0N702	0518000113		7101D				
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency				
SB	101	4.4	R7.7	Caltrans				
				MPO	Element			
				SBCAG	CO			
Project Manager/Contact		Phone		E-mail Address				
David Emerson		(805)549-3437		david.emerson@dot.ca.gov				
Project Title								
South Coast 101 HOV-Padaro (Segment 4B)								
Location (Project Limits), Description (Scope of Work)								
In Santa Barbara County, near Carpinteria and Summerland from 0.9 miles south of S. Padaro Lane Undercrossing to 0.6 miles north of Padaro Lane Overcrossing. Construct HOV lanes. <input type="checkbox"/>								
<input type="checkbox"/> This is a grandchild of parent project 05-0N700 (PPNO 7101) and child of parent 05-0N70A (PPNO 7101A).								
Component		Implementing Agency						
PA&ED		Caltrans						
PS&E		Caltrans						
Right of Way		Caltrans						
Construction		Caltrans						
Legislative Districts								
Assembly:	37	Senate:	19	Congressional:	24			
Project Benefits								
Over 13,500 passenger hours of delay reduction daily. Reduced travel time and improved trip reliability for buses, interregional travelers, and high occupancy users. Improved goods movement, interregional travel, and coastal access, between the Los Angeles basin and the San Francisco Bay Area. The delay reduction amount shown above is associated with the parent project and will be fulfilled when the entire parent project is completed. A coordinated rehabilitation strategy within the same limits will install long-life								
Purpose and Need								
Reduce congestion and delays, provide capacity for future travel demand, improve travel time, and provide for HOV lane continuity (in southern Santa Barbara County, per the 2017 RTP). Route 101 within the project limits currently operates with LOS F congested flow conditions for two to four hours daily. In this area, Route 101 serves as a critical link for interregional goods movement, coastal access, and travel between the Los Angeles basin and the San Francisco Bay area. When I-5 closes over the Grapevine, this section								
Category		Outputs/Outcomes			Unit	Total		
State Highway Road Construction		Modified/Reconstructed bridge(s)			Each	6		
State Highway Road Construction		Sound wall mile(s) constructed			Miles	0.76		
State Highway Road Construction		Modified/Improved interchange(s)			Each	0		
State Highway Road Construction		HOV/HOT lane-mile(s) constructed			Miles	5.8		
ADA Improvements	Y	Bike/Ped Improvements	Y	Reversible Lane analysis	Y			
Inc. Sustainable Communities Strategy Goals				Y	Reduces Greenhouse Gas Emissions			Y
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)					08/26/2014			
Begin Design (PS&E) Phase					07/01/2018			
End Design Phase (Ready to List for Advertisement Milestone)					01/01/2021	12/01/20		
Begin Right of Way Phase					07/01/2018	07/17/18		
End Right of Way Phase (Right of Way Certification Milestone)					11/01/2020	10/30/20		
Begin Construction Phase (Contract Award Milestone)					07/15/2021	06/15/21		
End Construction Phase (Construction Contract Acceptance Milestone)					12/15/2025	10/01/25		
Begin Closeout Phase					12/15/2026	06/02/26		
End Closeout Phase (Closeout Report)					06/15/2028	07/28/26		

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/02/19

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SB, ,	101, ,	0N702	0518000113	7101D	
Project Title: South Coast 101 HOV-Padaro (Segment 4B)						

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)	2,725							2,725	Caltrans
PS&E	14,395							14,395	Caltrans
R/W SUP (CT)	1,010							1,010	Caltrans
CON SUP (CT)		29,990						29,990	Caltrans
R/W	5,023	5,877						10,900	Caltrans
CON		139,310						139,310	Caltrans
TOTAL	23,153	175,177						198,330	

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)	2,725							2,725	
PS&E	14,395							14,395	
R/W SUP (CT)	1,010							1,010	
CON SUP (CT)		29,990						29,990	
R/W	5,023	5,877						10,900	
CON		139,310						139,310	
TOTAL	23,153	175,177						198,330	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County Assoc. of G
PS&E	7,025							7,025	
R/W SUP (CT)	720							720	
CON SUP (CT)		5,250						5,250	
R/W	1,000							1,000	
CON									
TOTAL	8,745	5,250						13,995	

Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E	7,025							7,025	
R/W SUP (CT)	720							720	
CON SUP (CT)		5,250						5,250	
R/W	1,000							1,000	
CON									
TOTAL	8,745	5,250						13,995	

Fund No. 2:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									San Joaquin Council of Governme
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	3,613							3,613	
CON									
TOTAL	3,613							3,613	

Proposed Funding (\$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	3,613							3,613	
CON									
TOTAL	3,613							3,613	

Fund No. 3:		RIP - State Cash (ST-CASH)							Program Code	
Existing Funding (\$1,000s)									20.XX.075.600	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)	2,250							2,250	Santa Barbara County Assoc. of G	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	2,250							2,250		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)	2,250							2,250		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	2,250							2,250		

Fund No. 4:		Local Funds - Local Transportation Funds (LTF)							Program Code	
Existing Funding (\$1,000s)									20.XX.400.100	
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		5,877						5,877		
CON		29,100						29,100		
TOTAL		34,977						34,977		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W		5,877						5,877		
CON		29,100						29,100		
TOTAL		34,977						34,977		

Fund No. 5:		IIP - State Cash (ST-CASH)							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)	475							475	Caltrans	
PS&E	3,000							3,000		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	3,475							3,475		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)	475							475		
PS&E	3,000							3,000		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	3,475							3,475		

Fund No. 6:		State SB1 SCCP - State Highway Account (SHA)							Program Code	
		Existing Funding (\$1,000s)							20.XX.705.100	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)		12,250						12,250		
R/W										
CON		49,560						49,560		
TOTAL		61,810						61,810		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)		12,250						12,250		
R/W										
CON		49,560						49,560		
TOTAL		61,810						61,810		

Fund No. 7:		Other State - National Hwy System (NH)							Program Code	
		Existing Funding (\$1,000s)							SHOPP	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E	4,370							4,370		
R/W SUP (CT)	290							290		
CON SUP (CT)		12,490						12,490		
R/W	410							410		
CON		60,650						60,650		
TOTAL	5,070	73,140						78,210		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E	4,370							4,370		
R/W SUP (CT)	290							290		
CON SUP (CT)		12,490						12,490		
R/W	410							410		
CON		60,650						60,650		
TOTAL	5,070	73,140						78,210		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 08/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SB	101	0N702	0518000113	7101D	

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

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

Other Significant Information

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects

Approvals

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

Name (Print or Type)	Signature	Title	Date

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	08/02/19		
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.		
05	0N703	0518000109		7101E				
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency				
SB	101	R7.3	9.6	Caltrans				
				MPO	Element			
				SBCAG	CO			
Project Manager/Contact		Phone		E-mail Address				
David Emerson		(805)549-3437		david.emerson@dot.ca.gov				
Project Title								
South Coast 101 HOV-Summerland (Segment 4C)								
Location (Project Limits), Description (Scope of Work)								
In Santa Barbara County, in and near Summerland from 0.2 miles north of Padaro Lane Overcrossing to San Ysidro Creek Bridge. Construct HOV lanes.								
Component								
Implementing Agency								
PA&ED	Caltrans							
PS&E	Caltrans							
Right of Way	Caltrans							
Construction	Caltrans							
Legislative Districts								
Assembly:	37		Senate:	19		Congressional:	24	
Project Benefits								
Over 13,500 passenger hours of delay reduction daily. Reduced travel time and improved trip reliability for buses, interregional travelers, and high occupancy users. Improved goods movement, interregional travel, and coastal access, between the Los Angeles basin and the San Francisco Bay Area. The delay reduction amount shown above is associated with the parent project and will be fulfilled when the entire parent project is completed. A coordinated rehabilitation strategy within the same limits will install long-life								
Purpose and Need								
Reduce congestion and delays, provide capacity for future travel demand, improve travel time, and provide for HOV lane continuity (in southern Santa Barbara County, per the 2017 RTP). Route 101 within the project limits currently operates with LOS F congested flow conditions for two to four hours daily. In this area, Route 101 serves as a critical link for interregional goods movement, coastal access, and travel between the Los Angeles basin and the San Francisco Bay area. When I-5 closes over the Grapevine, this section								
Category		Outputs/Outcomes			Unit	Total		
State Highway Road Construction		Modified/Improved interchange(s)			Each	1		
State Highway Road Construction		Sound wall mile(s) constructed			Miles	0.4		
State Highway Road Construction		Modified/Reconstructed bridge(s)			Each	1		
State Highway Road Construction		HOV/HOT lane-mile(s) constructed			Miles	3.4		
ADA Improvements	N	Bike/Ped Improvements	N	Reversible Lane analysis	N			
Inc. Sustainable Communities Strategy Goals				N	Reduces Greenhouse Gas Emissions			N
Project Milestone					Existing	Proposed		
Project Study Report Approved								
Begin Environmental (PA&ED) Phase								
Circulate Draft Environmental Document				Document Type				
Draft Project Report								
End Environmental Phase (PA&ED Milestone)					08/26/2014			
Begin Design (PS&E) Phase					09/26/2014			
End Design Phase (Ready to List for Advertisement Milestone)					01/01/2021	03/03/20		
Begin Right of Way Phase					05/01/2016	07/18/18		
End Right of Way Phase (Right of Way Certification Milestone)					11/01/2020	02/03/20		
Begin Construction Phase (Contract Award Milestone)					07/15/2021	09/10/20		
End Construction Phase (Construction Contract Acceptance Milestone)					12/15/2025	10/30/24		
Begin Closeout Phase					12/15/2026	07/01/25		
End Closeout Phase (Closeout Report)					06/15/2028	08/27/25		

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/02/19

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SB, ,	101, ,	0N703	0518000109	7101E	
Project Title: South Coast 101 HOV-Summerland (Segment 4C)						

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)	2,380							2,380	Caltrans
PS&E	7,280							7,280	Caltrans
R/W SUP (CT)	520							520	Caltrans
CON SUP (CT)		17,720						17,720	Caltrans
R/W	3,930							3,930	Caltrans
CON		88,470						88,470	Caltrans
TOTAL	14,110	106,190						120,300	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	2,380							2,380	
PS&E	7,280							7,280	
R/W SUP (CT)	520							520	
CON SUP (CT)		17,720						17,720	
R/W	3,930							3,930	
CON		88,470						88,470	
TOTAL	14,110	106,190						120,300	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County Assoc. of G
PS&E	1,040							1,040	
R/W SUP (CT)									
CON SUP (CT)		3,400						3,400	
R/W									
CON									
TOTAL	1,040	3,400						4,440	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	1,040							1,040	
R/W SUP (CT)									
CON SUP (CT)		3,400						3,400	
R/W									
CON									
TOTAL	1,040	3,400						4,440	

Fund No. 2:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	1,950							1,950	Santa Barbara County Assoc. of G
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,950							1,950	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,950							1,950	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,950							1,950	

Fund No. 3:		IIP - State Cash (ST-CASH)							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)	430							430	Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	430							430		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	430							430		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	430							430		

Fund No. 4:		Local Funds - Local Transportation Funds (LTF)							Program Code	
		Existing Funding (\$1,000s)							20.XX.400.100	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)									Santa Barbara County	
PS&E	5,910							5,910		
R/W SUP (CT)	430							430		
CON SUP (CT)										
R/W	3,660							3,660		
CON		22,520						22,520		
TOTAL	10,000	22,520						32,520		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E	5,910							5,910		
R/W SUP (CT)	430							430		
CON SUP (CT)										
R/W	3,660							3,660		
CON		22,520						22,520		
TOTAL	10,000	22,520						32,520		

Fund No. 5:		State SB1 SCCP - State Highway Account (SHA)							Program Code	
		Existing Funding (\$1,000s)							20.XX.705.100	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)		7,940						7,940		
R/W										
CON		34,060						34,060		
TOTAL		42,000						42,000		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)		7,940						7,940		
R/W										
CON		34,060						34,060		
TOTAL		42,000						42,000		

Fund No. 6:		Other State - National Hwy System (NH)							Program Code	
Existing Funding (\$1,000s)									SHOPP	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E	330							330		
R/W SUP (CT)	90							90		
CON SUP (CT)		6,380						6,380		
R/W	270							270		
CON		31,890						31,890		
TOTAL	690	38,270						38,960		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E	330							330		
R/W SUP (CT)	90							90		
CON SUP (CT)		6,380						6,380		
R/W	270							270		
CON		31,890						31,890		
TOTAL	690	38,270						38,960		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

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Date: 08/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SB	101	0N703	0518000109	7101E	

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

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

Other Significant Information

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects

Approvals

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

Name (Print or Type)	Signature	Title	Date

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	03/29/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
06	0S370	0614000130		6705			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
FRE	41	0	7.1	Caltrans			
KIN	41	R48.0	R48.3	MPO		Element	
				COFCG		CO	
Project Manager/Contact		Phone		E-mail Address			
Chris Gardner		(559)243-3444		chris.gardner@dot.ca.gov			
Project Title							
Excelsior Expressway							
Location (Project Limits), Description (Scope of Work)							
In Kings and Fresno 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						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
Legislative Districts							
Assembly:	31,32		Senate:	12, 14		Congressional:	21
Project Benefits							
This project would eliminate the last two-lane segment of Route 41 between the City of Fresno and Route 198 in the City of Lemoore, a distance of over thirty miles. The project will also improve the regional movement of freight and goods, and local farm to market travel. The project would relieve congestion, separate oncoming traffic with a divided median, and breakup traffic queues by providing major passing opportunities. Route 41 is an Interregional High Emphasis Focus Route corridor essential to the economic development of the							
Purpose and Need							
Reduce congestion, Improve Safety, provide route continuity with the four-lane roads north and south of the project segment. Need: Caltrans has identified traffic queues, accident rates above average for similar facilities, and a lack of passing opportunities as issues in the operation of this segment.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Mixed flow lane-mile(s) constructed			Miles	24	
ADA Improvements Y		Bike/Ped Improvements N			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals		N			Reduces Greenhouse Gas Emissions N		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			Document Type	ND/FONSI			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					06/14/2005	06/14/05	
Begin Design (PS&E) Phase					07/01/2018	07/01/18	
End Design Phase (Ready to List for Advertisement Milestone)					03/01/2021	01/01/22	
Begin Right of Way Phase					07/01/2018	07/01/18	
End Right of Way Phase (Right of Way Certification Milestone)					02/01/2021	01/01/22	
Begin Construction Phase (Contract Award Milestone)					07/01/2023	07/01/22	
End Construction Phase (Construction Contract Acceptance Milestone)					07/01/2026	07/01/25	
Begin Closeout Phase					07/01/2026	07/01/25	
End Closeout Phase (Closeout Report)					07/01/2028	07/01/27	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 03/29/19

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 03/29/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	FRE, KIN,	41, 41,	0S370	0614000130	6705	
Project Title: Excelsior Expressway						

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
PS&E	3,000							3,000	Caltrans
R/W SUP (CT)	1,500							1,500	Caltrans
CON SUP (CT)					7,500			7,500	Caltrans
R/W	5,500							5,500	Caltrans
CON					45,000			45,000	Caltrans
TOTAL	10,000				52,500			62,500	
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)									
R/W	5,500							5,500	
CON				5,750				5,750	
TOTAL	10,000			5,750				15,750	

Fund No. 1:	IIP - National Hwy System (NH)								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
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)									
R/W	3,500							3,500	
CON									
TOTAL	8,000							8,000	

Fund No. 2:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)					7,500			7,500	
R/W									
CON					45,000			45,000	
TOTAL					52,500			52,500	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 3:		RIP - National Hwy System (NH)							Program Code	
Existing Funding (\$1,000s)									20.XX.075.600	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
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)										
R/W	2,000							2,000		
CON				5,750				5,750		
TOTAL	2,000			5,750				7,750		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 03/29/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	FRE KIN	41 41	0S370	0614000130	6705	

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

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

Other Significant Information

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects

Approvals

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

Name (Print or Type)	Signature	Title	Date

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	07/02/19
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
06	45712	0612000197	8042B			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
KER	14	53	58.3	Caltrans		
				MPO	Element	
				KCOG	CO	
Project Manager/Contact		Phone		E-mail Address		
Dennee Alcala		(760)872-0767		dennee.alcala@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						
PS&E						
Right of Way						
Construction						
Legislative Districts						
Assembly:	34	Senate:	16	Congressional:	23	
Project Benefits						
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.						
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.						
Category		Outputs/Outcomes			Unit	Total
Local streets and roads		New roadway lane-mile(s)			Miles	6.2
State Highway Road Construction		Pedestrian/Bicycle facilities mile(s) constructed			Miles	6.2
ADA Improvements		Bike/Ped Improvements			Reversible Lane analysis	
N		Y			N	
Inc. Sustainable Communities Strategy Goals				Reduces Greenhouse Gas Emissions		
Y				N		
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document					Document Type	
Draft Project Report						
End Environmental Phase (PA&ED Milestone)					10/29/2007	
Begin Design (PS&E) Phase					07/01/2021	07/01/18
End Design Phase (Ready to List for Advertisement Milestone)					06/15/2024	07/01/22
Begin Right of Way Phase					07/01/2021	07/01/20
End Right of Way Phase (Right of Way Certification Milestone)					05/01/2024	07/01/22
Begin Construction Phase (Contract Award Milestone)					01/01/2025	01/01/23
End Construction Phase (Construction Contract Acceptance Milestone)					07/01/2026	07/01/24
Begin Closeout Phase					03/01/2027	12/01/24
End Closeout Phase (Closeout Report)					12/01/2033	12/01/27

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 07/02/19

Additional Information

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.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 07/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	KER, ,	14, ,	45712	0612000197	8042B	
Project Title: Freeman Gulch Widening - Segment 2						

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)									
PS&E	4,900							4,900	Caltrans
R/W SUP (CT)					1,500			1,500	Caltrans
CON SUP (CT)					5,500			5,500	Caltrans
R/W					17,700			17,700	Caltrans
CON					67,600			67,600	Caltrans
TOTAL	4,900				92,300			97,200	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	5,000							5,000	
R/W SUP (CT)		150						150	
CON SUP (CT)							8,530	8,530	
R/W		860						860	
CON							62,000	62,000	
TOTAL	5,000	1,010					70,530	76,540	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Inyo County Local Transportation C
PS&E	360							360	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	360							360	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									No RTIP this cycle
PS&E	360							360	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	360							360	

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Mono County Local Transportation
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	720							720	
R/W SUP (CT)		150						150	
CON SUP (CT)									
R/W		860						860	
CON									
TOTAL	720	1,010						1,730	

Fund No. 3:		IIP - National Hwy System (NH)							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	
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		

Fund No. 4:		Future Need - Future Funds (NO-FUND)							Program Code	
		Existing Funding (\$1,000s)							FUTURE	
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)					1,500			1,500		
CON SUP (CT)					5,500			5,500		
R/W					17,700			17,700		
CON					67,600			67,600		
TOTAL					92,300			92,300		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)							8,530	8,530		
R/W										
CON							62,000	62,000		
TOTAL							70,530	70,530		

Fund No. 5:		RIP - State Cash (ST-CASH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.075.600	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	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)									No RTIP this cycle	
PS&E	1,960							1,960		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	1,960							1,960		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

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Date: 07/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	KER	14	45712	0612000197	8042B	

SECTION 1 - All Projects

Project Background

The Freeman Gulch Four-Lane project (06-45710) achieved PA&ED on 10/28/2007. Due to the cost of the project, a Supplemental Project Report was submitted and ultimately approved on 4/12/2010 to split the project into three segments. This project is the second of the three segments. The first segment completed construction 9/11/2018.

Programming Change Requested

In the 2020 STIP, restore previously programmed funds for RW Support. Restore but decrease previously programmed funds for RW Capital.

Reason for Proposed Change

RW Support and RW Capital funds need to be allocated to proceed with project delivery.

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

Other Significant Information

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects

Approvals

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

Name (Print or Type)	Signature	Title	Date

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	03/29/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
06	0H220	0612000158		6297			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
MAD	99	1.7	R7.5	Caltrans			
				MPO		Element	
				Madera		CO	
Project Manager/Contact		Phone		E-mail Address			
Anand Kapoor		(559)243-3588		anand.kapoor@dot.ca.gov			
Project Title							
South Madera 6 Lane							
Location (Project Limits), Description (Scope of Work)							
Near the city of Madera, from 0.7 mile north of Avenue 7 to Avenue 12. Relieve traffic congestion.							
Component							
		Implementing Agency					
PA&ED	Caltrans						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
Legislative Districts							
Assembly:	5		Senate:	12		Congressional:	16
Project Benefits							
The improvement would reduce traffic congestion and improve traffic safety.							
Purpose and Need							
The purpose of this project is to reduce congestion, increase connectivity of the highway system, and preserve acceptable facility operation of Route 99. Demand for this facility is increasing due to the regional population growth and recent development in the area. This project is needed to address a projected capacity problem and low Level of Service.							
Category		Outputs/Outcomes				Unit	Total
State Highway Road Construction		Mixed flow lane-miles constructed				Miles	11.6
ADA Improvements Yes		Bike/Ped Improvements Yes				Reversible Lane analysis	Yes
Inc. Sustainable Communities Strategy Goals		No				Reduces Greenhouse Gas Emissions	Yes
Project Milestone						Existing	Proposed
Project Study Report Approved							
Begin Environmental (PA&ED) Phase						10/01/2018	05/01/19
Circulate Draft Environmental Document				Document Type	ND/FONSI	10/01/2020	10/01/21
Draft Project Report						10/01/2020	09/01/21
End Environmental Phase (PA&ED Milestone)						01/03/2021	05/01/22
Begin Design (PS&E) Phase						10/01/2021	05/01/22
End Design Phase (Ready to List for Advertisement Milestone)						10/01/2023	05/02/24
Begin Right of Way Phase						10/01/2021	05/01/22
End Right of Way Phase (Right of Way Certification Milestone)						09/01/2023	05/01/24
Begin Construction Phase (Contract Award Milestone)						05/01/2024	02/01/25
End Construction Phase (Construction Contract Acceptance Milestone)						07/01/2026	02/01/27
Begin Closeout Phase						07/01/2026	02/01/27
End Closeout Phase (Closeout Report)						07/01/2029	02/01/30

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 03/29/19

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 03/29/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	MAD	99, ,	0H220	0612000158	6297	
Project Title: South Madera 6 Lane						

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)	3,413							3,413	Caltrans
PS&E			9,000					9,000	Caltrans
R/W SUP (CT)					4,000			4,000	Caltrans
CON SUP (CT)					12,500			12,500	Caltrans
R/W					12,000			12,000	Caltrans
CON					147,000			147,000	Caltrans
TOTAL	3,413		9,000		175,500			187,913	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	3,413							3,413	
PS&E				9,000				9,000	
R/W SUP (CT)					4,000			4,000	
CON SUP (CT)					12,500			12,500	
R/W					12,000			12,000	
CON					147,000			147,000	
TOTAL	3,413		9,000		175,500			187,913	

Fund No. 1:	IIP - National Hwy System (NH)								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)	3,413							3,413	Caltrans
PS&E			9,000					9,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,413		9,000					12,413	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,413							3,413	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,413							3,413	

Fund No. 2:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
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)					4,000			4,000	
CON SUP (CT)					12,500			12,500	
R/W					12,000			12,000	
CON					147,000			147,000	
TOTAL					175,500			175,500	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E				9,000				9,000	
R/W SUP (CT)					4,000			4,000	
CON SUP (CT)					12,500			12,500	
R/W					12,000			12,000	
CON					147,000			147,000	
TOTAL				9,000	175,500			184,500	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

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Date: 03/29/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	MAD	99	0H220	0612000158	6297	

SECTION 1 - All Projects

Project Background

Programming Change Requested

Asking for \$2,200,000 additional funds for PA&ED.

Reason for Proposed Change

\$1,200,000 is for the expenditures already in the books (before the STIP budget crisis when the project was put on hold), and \$1,000,000 is for preliminary engineering during the PA&ED phase.

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

Other Significant Information

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects

Approvals

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

Name (Print or Type)	Signature	Title	Date

Attachments

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

Amendment (Existing Project) Y/N					Date:	03/29/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
06	48950	0614000040		6369			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
TUL	99	25.4	30.5	Caltrans			
				MPO	Element		
				TCAG	CO		
Project Manager/Contact		Phone		E-mail Address			
Anand Kappor		(559)243-3588		anand.kapoor@dot.ca.gov			
Project Title							
Tulare City Widening							
Location (Project Limits), Description (Scope of Work)							
In and near the city of Tulare, from Avenue 200 to Prosperity Avenue. Relieve Traffic Congestion.							
Component							
		Implementing Agency					
PA&ED	Caltrans						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
Legislative Districts							
Assembly:		Senate:		Congressional:			
Project Benefits							
The improvement would reduce traffic congestions and improve traffic safety.							
Purpose and Need							
Demand for this facility is increasing due to the regional population growth and recent development in the area. The ADT will nearly double by 2040 and nearly triple by 2060. This project is needed to address a projected capacity problem and low Level of Service. The purpose of this project is to relieve congestion, reduce delays, and increase safety.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Mixed flow lane-mile(s) constructed			Miles	10.2	
ADA Improvements	Yes	Bike/Ped Improvements	Yes	Reversible Lane analysis	N		
Inc. Sustainable Communities Strategy Goals		No	Reduces Greenhouse Gas Emissions		Yes		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					10/01/2018	05/01/19	
Circulate Draft Environmental Document			Document Type	ND/FONSI	03/01/2021	10/01/21	
Draft Project Report					02/01/2021	09/01/21	
End Environmental Phase (PA&ED Milestone)					10/01/2021	05/01/22	
Begin Design (PS&E) Phase					10/01/2021	05/01/22	
End Design Phase (Ready to List for Advertisement Milestone)					10/01/2023	05/02/24	
Begin Right of Way Phase					10/01/2021	05/01/22	
End Right of Way Phase (Right of Way Certification Milestone)					09/01/2023	05/01/24	
Begin Construction Phase (Contract Award Milestone)					07/01/2024	02/01/25	
End Construction Phase (Construction Contract Acceptance Milestone)					07/01/2026	02/01/27	
Begin Closeout Phase					07/01/2026	02/01/27	
End Closeout Phase (Closeout Report)					07/01/2029	02/01/30	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 03/29/19

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 03/29/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	TUL, ,	99, ,	48950	0614000040	6369	
Project Title: Tulare City Widening						

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)		4,150						4,150	Caltrans
PS&E				6,000				6,000	Caltrans
R/W SUP (CT)					6,000			6,000	Caltrans
CON SUP (CT)					13,000			13,000	Caltrans
R/W					47,000			47,000	Caltrans
CON					124,000			124,000	Caltrans
TOTAL		4,150		6,000	190,000			200,150	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		4,150						4,150	
PS&E				6,000				6,000	
R/W SUP (CT)				6,000				6,000	
CON SUP (CT)						13,000		13,000	
R/W				47,000				47,000	
CON						124,000		124,000	
TOTAL		4,150		59,000		137,000		200,150	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)		2,150						2,150	Tulare County Association of Gove
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 No. 2:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
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)					6,000			6,000	
CON SUP (CT)					13,000			13,000	
R/W					47,000			47,000	
CON					124,000			124,000	
TOTAL					190,000			190,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		2,000						2,000	
PS&E				6,000				6,000	
R/W SUP (CT)				6,000				6,000	
CON SUP (CT)						13,000		13,000	
R/W				47,000				47,000	
CON						124,000		124,000	
TOTAL		2,000		59,000		137,000		198,000	

Fund No. 3:		IIP - National Hwy System (NH)							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)		2,000						2,000	Caltrans	
PS&E				6,000				6,000		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL		2,000		6,000				8,000		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 03/29/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	TUL	99	48950	0614000040	6369	

SECTION 1 - All Projects

Project Background
Programming Change Requested
Reason for Proposed Change
If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded
Other Significant Information

SECTION 2 - For SB1 Projects Only
Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects								
Approvals								
I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*								
<table border="1"> <thead> <tr> <th>Name (Print or Type)</th> <th>Signature</th> <th>Title</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	Name (Print or Type)	Signature	Title	Date				
Name (Print or Type)	Signature	Title	Date					

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	07/16/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
06	36024	0613000005		6400G			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
TUL	99	30.6	35.2	Caltrans			
				MPO	Element		
				TCAG	CO		
Project Manager/Contact		Phone		E-mail Address			
Jim Bane		(559)243-3469		jim.bane@dot.ca.gov			
Project Title							
Tagus 6-Lane Widening (Combined)							
Location (Project Limits), Description (Scope of Work)							
Near the city of Tulare, from Prosperity Avenue to 1.2 mile south of Avenue 280. Widen from four to six lanes.							
Component							
Implementing Agency							
PA&ED	Caltrans						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
Legislative Districts							
Assembly:	30,34	Senate:	16,18	Congressional:	21		
Project Benefits							
Purpose and Need							
On State Route 99 in Tulare County near Tulare from Prosperity Avenue to 1.2 mile south of Avenue 280 OC (Br. No. 46-0195). The capacity increase project proposes to add one northbound lane and one southbound lane. Project also includes replacement plantings. This Project is a split from the Tulare to Goshen 6-Lane South Segment PPNO 6400B project. <input type="checkbox"/>							
<input type="checkbox"/>							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Mixed flow lane-mile(s) constructed			Miles	9.2	
ADA Improvements Y		Bike/Ped Improvements Y			Reversible Lane analysis	N	
Inc. Sustainable Communities Strategy Goals Y				Reduces Greenhouse Gas Emissions N			
Project Milestone						Existing	Proposed
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)						02/25/2009	
Begin Design (PS&E) Phase						08/01/2013	
End Design Phase (Ready to List for Advertisement Milestone)						11/01/2019	
Begin Right of Way Phase						06/01/2014	
End Right of Way Phase (Right of Way Certification Milestone)						11/01/2019	
Begin Construction Phase (Contract Award Milestone)						05/06/2020	
End Construction Phase (Construction Contract Acceptance Milestone)						07/01/2023	
Begin Closeout Phase						07/01/2023	
End Closeout Phase (Closeout Report)						02/01/2025	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 07/16/19

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 07/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	TUL, ,	99, ,	36024	0613000005	6400G	
Project Title: Tagus 6-Lane Widening (Combined)						

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
PS&E	5,950							5,950	Caltrans
R/W SUP (CT)	1,663							1,663	Caltrans
CON SUP (CT)		12,000						12,000	Caltrans
R/W	10,600							10,600	Caltrans
CON		67,000						67,000	Caltrans
TOTAL	18,213	79,000						97,213	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	5,950							5,950	
R/W SUP (CT)	1,663							1,663	
CON SUP (CT)		12,000						12,000	
R/W	5,000							5,000	
CON		60,000						60,000	
TOTAL	12,613	72,000						84,613	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Tulare County Association of Gove
PS&E	425							425	
R/W SUP (CT)	613							613	
CON SUP (CT)									
R/W	5,850							5,850	
CON		8,000						8,000	
TOTAL	6,888	8,000						14,888	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	425							425	
R/W SUP (CT)	613							613	
CON SUP (CT)									
R/W	2,759							2,759	
CON		7,164						7,164	
TOTAL	3,797	7,164						10,961	

Fund No. 2:	IIP - National Hwy System (NH)								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
PS&E	5,525							5,525	
R/W SUP (CT)	1,050							1,050	
CON SUP (CT)		12,000						12,000	
R/W	4,750							4,750	
CON		59,000						59,000	
TOTAL	11,325	71,000						82,325	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	5,525							5,525	
R/W SUP (CT)	1,050							1,050	
CON SUP (CT)		12,000						12,000	
R/W	2,241							2,241	
CON		32,836						32,836	
TOTAL	8,816	44,836						53,652	

Fund No. 3:		Proposition 1B - State Route 99							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)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		20,000						20,000		
TOTAL		20,000						20,000		

Fund No. 4:									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)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 5:									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)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

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Date: 07/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	TUL	99	36024	0613000005	6400G	

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reduce Right of Way and Construction Capital Cost.

Reason for Proposed Change

Updated estimates based upon actual and appraised acquisitions for Right of Way Capital. 95% PS&E cost estimate update. reduces Latest information reduces capital need. \$5.6 Million Right of Way and \$7.0 Million Construction.

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

Other Significant Information

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects

Approvals

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Name (Print or Type)	Signature	Title	Date
James Bane		Project Manager	7/16/2019

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	06/20/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
09	21340	0900000030		0170			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
INY	395	29.2	41.8	Caltrans			
				MPO		Element	
				Non-MPO		CO	
Project Manager/Contact		Phone		E-mail Address			
Dennee Alcala		(760) 872-0767		dennee.alcala@dot.ca.gov			
Project Title							
Olancha and Cartago Expressway							
Location (Project Limits), Description (Scope of Work)							
Near Olancha and Cartago, south of the Los Angeles Aqueduct Bridge to south of the Ash Creek Bridge. Widen 2 lane conventional highway to 4 lane expressway.							
Component							
Implementing Agency							
PA&ED	Caltrans						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
Legislative Districts							
Assembly:	26		Senate:	18		Congressional:	8
Project Benefits							
The project benefits will include multi-modal improvements, ped/bike improvements, and safety improvements. The improvements support a growing economy and improve livability in the region.							
Purpose and Need							
The existing 2-lane highway is not adequate to meet current and future demand. A 4-lane expressway will address safety concerns due to limited passing opportunities. The project will also include the following Complete Streets elements: new shoulders, new multi-use undercrossing, Class III Bike Route, and intersection improvements that will benefit multiple modes of transportation.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Turnout(s) constructed			Each	1	
State Highway Road Construction		Pedestrian/Bicycle facilities mile(s) constructed			Miles	12.14	
State Highway Road Construction		New roadway lane-mile(s)			Miles	12.14	
Local streets and roads		New roadway lane-miles			Miles	4.8	
ADA Improvements	No	Bike/Ped Improvements	Yes	Reversible Lane analysis	No		
Inc. Sustainable Communities Strategy Goals				Yes	Reduces Greenhouse Gas Emissions	No	
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			Document Type				
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					11/01/2011		
Begin Design (PS&E) Phase					01/01/2000	01/01/00	
End Design Phase (Ready to List for Advertisement Milestone)					05/01/2020	05/01/20	
Begin Right of Way Phase					01/01/2000	01/01/00	
End Right of Way Phase (Right of Way Certification Milestone)					02/01/2020	02/01/20	
Begin Construction Phase (Contract Award Milestone)					10/01/2020	10/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)					08/01/2022	08/01/22	
Begin Closeout Phase					03/01/2023	03/01/23	
End Closeout Phase (Closeout Report)					12/03/2029	01/01/26	

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PROJECT PROGRAMMING REQUEST

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Date: 06/20/19

Additional Information

District 9 will be requesting construction capital and support funds in FY 19/20, in advance of the programmed FY 21/22 as the project is on schedule to RTL in spring of 2020. If advanced, construction cost savings would equal approximately \$4 million. Funding stakeholders have a vested interest in constructing the project as soon as possible. A completed 4 lane expressway would be the culmination of a Memorandum of Understanding signed by Inyo County, Mono County, and Kern County in 1999 and the Project Study Report produced that same year. Currently, a child project is underway to evaluate and mitigate archaeological and cultural resources. This \$5 million contract for arcaeological fieldwork will be completed by RTL. Delay between fieldwork completion and construction start may erode Caltrans credibility with its partners, including five Native American Tribes, the California State Historic Preservation Officer, the Advisory Council on Historic Preservation, and two Bureau of Land Management offices if work doesn't proceed. Furthermore, California Department of Fish and Wildlife has requested wildlife studies not be more than one year old. Wildlife studies are presently occurring. There is a risk these studies will have to be redone the longer the project is shelved between Environmental Certification at RTL to construction start. Re-doing the studies could cost an additional \$500,000 in the Design phase. The project is consistent with the Transportation Concept Report and the Inyo County Regional Transportation Plan. It is a Priority Interregional Highway in the Caltrans Interregional Transportation Strategic Plan and is included in the Caltrans Highway Freight Network. The environmental phase was completed in May 2017.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 06/20/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
09	INY, ,	395, ,	21340	0900000030	0170	
Project Title: Olancha and Cartago Expressway						

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)	9,370							9,370	Caltrans
PS&E	7,310							7,310	Caltrans
R/W SUP (CT)	3,500							3,500	Caltrans
CON SUP (CT)			9,850					9,850	Caltrans
R/W	24,800							24,800	Caltrans
CON			83,100					83,100	Caltrans
TOTAL	44,980		92,950					137,930	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	9,370							9,370	
PS&E	7,310							7,310	
R/W SUP (CT)	3,500							3,500	
CON SUP (CT)			9,850					9,850	
R/W	24,800							24,800	
CON			83,100					83,100	
TOTAL	44,980		92,950					137,930	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Inyo County Local Transportation C
PS&E	2,924							2,924	
R/W SUP (CT)	1,400							1,400	
CON SUP (CT)			2,700					2,700	
R/W	9,920							9,920	
CON			20,795					20,795	
TOTAL	14,244		23,495					37,739	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	2,924							2,924	
R/W SUP (CT)	1,400							1,400	
CON SUP (CT)			2,700					2,700	
R/W	9,920							9,920	
CON			20,795					20,795	
TOTAL	14,244		23,495					37,739	

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E	731							731	
R/W SUP (CT)	350							350	
CON SUP (CT)			985					985	
R/W	2,480							2,480	
CON			8,310					8,310	
TOTAL	3,561		9,295					12,856	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	731							731	
R/W SUP (CT)	350							350	
CON SUP (CT)			985					985	
R/W	2,480							2,480	
CON			8,310					8,310	
TOTAL	3,561		9,295					12,856	

Fund No. 3:		RIP - National Hwy System (NH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.075.600	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)	937							937	Mono County Local Transportation	
PS&E	731							731		
R/W SUP (CT)	350							350		
CON SUP (CT)			985					985		
R/W	2,480							2,480		
CON			9,560					9,560		
TOTAL	4,498		10,545					15,043		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	937							937	2018 STIP had \$1.250M additional contribution above 10% in Con Capital.	
PS&E	731							731		
R/W SUP (CT)	350							350		
CON SUP (CT)			985					985		
R/W	2,480							2,480		
CON			9,560					9,560		
TOTAL	4,498		10,545					15,043		

Fund No. 4:		RIP - State Cash (ST-CASH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.075.600	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)	3,748							3,748	Inyo County Local Transportation C	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	3,748							3,748		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	3,748							3,748		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	3,748							3,748		

Fund No. 5:		RIP - State Cash (ST-CASH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.075.600	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)	937							937	Kern Council of Governments	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	937							937		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	937							937		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	937							937		

Fund No. 6:		IIP - National Hwy System (NH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.025.700	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E	2,924							2,924		
R/W SUP (CT)	1,400							1,400		
CON SUP (CT)			5,180					5,180		
R/W	9,920							9,920		
CON			44,435					44,435		
TOTAL	14,244		49,615					63,859		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E	2,924							2,924		
R/W SUP (CT)	1,400							1,400		
CON SUP (CT)			5,180					5,180		
R/W	9,920							9,920		
CON			44,435					44,435		
TOTAL	14,244		49,615					63,859		

Fund No. 7:		IIP - State Cash (ST-CASH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.025.700	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)	3,748							3,748	Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	3,748							3,748		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	3,748							3,748		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	3,748							3,748		

Fund No. 8:		Future Need - Future Funds (NO-FUND)							Program Code	
		Existing Funding (\$1,000s)							FUTURE	
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)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 06/20/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
09	INY	395	21340	0900000030	0170	

SECTION 1 - All Projects

Project Background

A Project Study Report was completed February 7, 1999. PA&ED began in FY 1999/00. In 2007, a new alternative was identified for inclusion in the project (and one existing alternative was dropped from consideration). The reason for adding this alternative was to have an option that minimizes private Right-of-Way take and relocation of residents and to minimize archaeological impacts. With the addition of this new alternative, additional environmental studies were necessary to identify the environmental impacts of the new alternative. The Preferred Alternative was recommended in June 2011. The Preferred Alternative is a combination of two alternatives, therefore, additional studies were performed to identify the impacts of the hybrid alternative. In 2014, separate construction funds were programmed for EA 09-21342 for archaeological mitigation.

Programming Change Requested

There are no proposed changes in this cycle (2020 STIP) to the previously programmed amounts.

Reason for Proposed Change

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

Other Significant Information

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects

Approvals

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

Name (Print or Type)	Signature	Title	Date

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Yes					Date:	03/27/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
10	0Q122	1014000168		0161B			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
MER	99	28.2	R37.3	Caltrans			
				MPO		Element	
				MCAG		CO	
Project Manager/Contact		Phone		E-mail Address			
Jes Padda		(209) 948-7765		jes.padda@dot.ca.gov			
Project Title							
Livingston Widening Southbound							
Location (Project Limits), Description (Scope of Work)							
In Livingston, from 0.8 mile south of Hammatt Avenue to Merced/Stanislaus county line. Widen freeway from two lanes to three lanes in the southbound direction only.							
Component							
Implementing Agency							
PA&ED	Caltrans						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
Legislative Districts							
Assembly:	17		Senate:	12		Congressional:	18
Project Benefits							
SR 99 is the backbone of the transportation system in District 10 with significant goods movement and is a key element to the trade corridors in the state. Benefits include improvements for goods movement within a key agricultural center, supporting a growing economy and improving the livability of the region. See Project Information on page 2.							
Purpose and Need							
This project proposes to enhance capacity within the project limits, reduce congestion and improve traffic operations, reduce traffic congestion, GHG emissions and freight movement delays.							
Benefits:							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Mixed flow lane-miles constructed			each	7.65	
ADA Improvements	No	Bike/Ped Improvements	No	Reversible Lane analysis	No		
Inc. Sustainable Communities Strategy Goals				Yes	Reduces Greenhouse Gas Emissions		
					Yes		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			Document Type	ND/FONSI			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					06/02/2014		
Begin Design (PS&E) Phase					08/01/2014		
End Design Phase (Ready to List for Advertisement Milestone)					05/16/2017	10/15/21	
Begin Right of Way Phase					07/01/2014		
End Right of Way Phase (Right of Way Certification Milestone)					02/10/2017	09/15/21	
Begin Construction Phase (Contract Award Milestone)					09/27/2019	05/04/22	
End Construction Phase (Construction Contract Acceptance Milestone)					07/10/2021	02/02/24	
Begin Closeout Phase					09/22/2022	02/03/24	
End Closeout Phase (Closeout Report)					06/22/2014	07/02/26	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 03/27/19

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 03/27/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
10	MER, ,	99, ,	0Q122	1014000168	0161B	
Project Title: Livingston Widening Southbound						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)	1,700							1,700	Caltrans
PS&E	3,000							3,000	Caltrans
R/W SUP (CT)	100							100	Caltrans
CON SUP (CT)					4,500			4,500	Caltrans
R/W	200							200	Caltrans
CON					29,450			29,450	Caltrans
TOTAL	5,000				33,950			38,950	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)	1,700							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					29,636			29,636	
TOTAL	5,000				34,136			39,136	

Fund No. 1:	IIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)	1,700							1,700	Caltrans
PS&E	3,000							3,000	
R/W SUP (CT)	100							100	
CON SUP (CT)					4,500			4,500	
R/W	200							200	
CON					29,450			29,450	
TOTAL	5,000				33,950			38,950	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	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 No. 2:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									Merced Co. Association of Gov
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					186			186	
TOTAL					186			186	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 03/27/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
10	MER	99	0Q122	1014000168	0161B	0

SECTION 1 - All Projects**Project Background**

The parent project 0Q120 was split into the Livingston Widening Southbound (EA 0Q122 / PPNO 0161B) and the Livingston Widening Northbound (EA 0Q121 / PPNO 0161A) projects. Both of these projects were nominated for the Trade Corridor Enhancement Program (TCEP) but only the 0161A was selected for funding. The 0161A is expected to begin construction later this summer. The Merced County Association of Governments (MCAG) committed a total of \$5,500,000 for these projects.

Programming Change Requested

The Project Change Request (PCR) proposes to increase PS&E from \$3,000,000 to \$3,700,000, Construction Support from \$4,500,000 to \$6,952,000 and Construction Capital from \$29,450,000 to \$29,836,000.

Reason for Proposed Change

Construction Capital costs have increased 1.3% above programmed costs based on current market conditions. PS&E funds were almost expended to make the project shovel ready for the SB1 TCEP. However, the project was not selected and so the project needs additional funds to perform re-work to update the bid documents for delivery in 2021. Construction Support costs have increased due to the change in pavement materials that took place as a result of the life cycle cost analysis. This study recommended that when you factor in maintenance costs that Continuous Reinforced Concrete Pavement (CRCP) was preferred over Jointed Plain Concrete Pavement (JPCP). CRCP includes much more rebar to achieve a 40 year design life versus a 20 year design life for JPCP. This added rebar cuts the production rate for the concrete pavement in half or more and so substantially decreased the production rate (increase the working days). Also, the initial estimate for Construction Support was a top-down estimate that did not consider the amount work required for CRCP pavement work.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase

The additional savings are proposed to come from savings in the STIP-IIP program or additional revenue in the State Transportation Improvement Program. MCAG will commit their remaining \$186,000 STIP-RIP funds.

Other Significant Information**SECTION 2 - For SB1 Projects Only**

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

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the

Name (Print or Type)	Signature	Title	Date
JES PADDA		PROJECT MANAGER	3/28/2019

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	05/20/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
75				2194			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
ALA				Caltrans			
				MPO	Element		
				MTC	RAIL		
Project Manager/Contact		Phone		E-mail Address			
Betty L. Miller		(916)654-5739		betty.l.miller@dot.ca.gov			
Project Title							
Coast Subdivision Rail Corridor Improvements							
Location (Project Limits), Description (Scope of Work)							
Project is located on the Union Pacific Railroad (UPRR) Coast Subdivision between Milepost (MP) 13.5 (Oakland) and MP 30.6 (Newark). The proposed project includes design and construction to: (1) replace rail, ties, and grade crossings; (2) upgrade signal system; and (3) replace track turnouts. Project funding will be refined by design and negotiation with UPRR.							
Component							
PA&ED		Caltrans					
PS&E							
Right of Way							
Construction		Caltrans					
Legislative Districts							
Assembly:	18,20		Senate:	9,10		Congressional:	11,15
Project Benefits							
Immediate benefits will be safer operations for passenger and freight rail services; improved reliability for both passenger service and goods movement; and reduced fuel usage, resulting in fewer emissions. In the longer term, this project starts the process of reducing conflicts between freight and passenger rail services in the East Bay of the San Francisco Bay Area consistent with Capitol Corridor Joint Powers Authority (CCJPA)'s Vision Implementation Plan and the 2018 California State Rail Plan.							
Purpose and Need							
The purpose is to upgrade the infrastructure between Oakland and Newark to fill the need for improved passenger and freight rail services in the proposed project area in both the near and long term. Passenger and freight safety will be increased, travel time shortened, and reliability improved, thus fulfilling the need to support the service and ridership objectives of the CCJPA Capitol Corridor Intercity Passenger Rail service, as well as environmental benefits of reduced fuel emissions.							
Category		Outputs/Outcomes			Unit	Total	
Intercity Rail/Mass Trans		Mile(s) of rehabilitated track			Miles	16	
ADA Improvements Y		Bike/Ped Improvements N			Reversible Lane analysis		N
Inc. Sustainable Communities Strategy Goals Y				Reduces Greenhouse Gas Emissions Y			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					10/03/2017	05/01/20	
Circulate Draft Environmental Document			Document Type				
Draft Project Report					10/04/2017	06/30/20	
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)					07/01/2020	06/30/23	
End Construction Phase (Construction Contract Acceptance Milestone)					07/01/2022	06/30/26	
Begin Closeout Phase					08/01/2022	07/01/26	
End Closeout Phase (Closeout Report)					02/01/2023	12/31/26	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/20/19

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/20/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	ALA, ,	, ,			2194	
Project Title: Coast Subdivision Rail Corridor Improvements						

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
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Caltrans
R/W									
CON			15,363					15,363	Caltrans
TOTAL			15,363					15,363	

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				15,363				15,363	
TOTAL				15,363				15,363	

Fund No. 1:	IIP - National Hwy System (NH)								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
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			15,363					15,363	
TOTAL			15,363					15,363	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Moved funding to FY 22-23 for appropriate sequencing of projects on the Coast Subdivision.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				15,363				15,363	
TOTAL				15,363				15,363	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 05/20/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	ALA				2194	

SECTION 1 - All Projects

Project Background
Programming Change Requested
Reason for Proposed Change
If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded
Other Significant Information

SECTION 2 - For SB1 Projects Only
Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects								
Approvals								
I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*								
<table border="1"> <thead> <tr> <th>Name (Print or Type)</th> <th>Signature</th> <th>Title</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	Name (Print or Type)	Signature	Title	Date				
Name (Print or Type)	Signature	Title	Date					

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	05/16/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
75				2191			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
FRE				Caltrans			
				MPO		Element	
				COFCG		RAIL	
Project Manager/Contact		Phone		E-mail Address			
Betty Miller		(916)654-5739		betty.l.miller@dot.ca.gov			
Project Title							
San Joaquin Corridor 2nd Platforms for Bi-hourly and Morning Express Service							
Location (Project Limits), Description (Scope of Work)							
The Fresno Amtrak station is located in Fresno, on the BNSF Railway Company (BNSF) Stockton Subdivision approximately 173 miles south of Sacramento in the City and County of Fresno. The Turlock-Denair Amtrak station is located on the BNSF Stockton Subdivision approximately 90 miles south of Sacramento, in the County of Stanislaus, California. The Modesto Amtrak station is located on the BNSF Stockton Subdivision approximately 75 miles south of Sacramento, in the County of Stanislaus, California. □							
□ The Project consists of PA&ED, PS&E and construction of a second passenger platforms at the stations and all required associated track, signal, and grade crossing work, as well as potential construction of a pedestrian underpass.							
Component		Implementing Agency					
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	31		Senate:	14		Congressional:	21
Project Benefits							
Purpose and Need							
Project Benefits: □ Benefits include improved on-time performance, reduced freight and passenger delays, and improved freight and passenger operations locally and throughout the entire San Joaquin Corridor. Environmentally, the second platform with supporting infrastructure will reduce the locomotive idling time and offer considerable reductions in harmful emissions, which will help improve the air quality in the valley. □							
Category		Outputs/Outcomes				Unit	Total
ADA Improvements Y/N		Bike/Ped Improvements Y/N		Reversible Lane analysis Y/N			
Inc. Sustainable Communities Strategy Goals Y/N				Reduces Greenhouse Gas Emissions Y/N			
Project Milestone						Existing	Proposed
Project Study Report Approved							
Begin Environmental (PA&ED) Phase						08/01/2021	08/01/21
Circulate Draft Environmental Document				Document Type			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)						08/01/2021	08/31/21
Begin Design (PS&E) Phase						08/01/2021	08/01/21
End Design Phase (Ready to List for Advertisement Milestone)						08/01/2021	09/30/21
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)						07/01/2022	07/01/22
End Construction Phase (Construction Contract Acceptance Milestone)						06/01/2025	06/01/25
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/16/19

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	FRE, ,	, ,			2191	
Project Title: San Joaquin Corridor 2nd Platforms for Bi-hourly and Morning Express Service						

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)			100					100	Caltrans
PS&E			1,900					1,900	Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON				34,000				34,000	Caltrans
TOTAL			2,000	34,000				36,000	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)			100					100	
PS&E			1,900					1,900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				34,000				34,000	
TOTAL			2,000	34,000				36,000	

Fund No. 1:	IIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									30.20.020.720
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)			100					100	Caltrans
PS&E			1,900					1,900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				34,000				34,000	
TOTAL			2,000	34,000				36,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			100					100	
PS&E			1,900					1,900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				34,000				34,000	
TOTAL			2,000	34,000				36,000	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

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Date: 05/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	FRE				2191	

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

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

Other Significant Information

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects

Approvals

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

Name (Print or Type)	Signature	Title	Date

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	05/17/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
75	R889TB			2002A			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
LA		S157.8	157.8	Caltrans			
				MPO		Element	
				SCAG		RAIL	
Project Manager/Contact		Phone		E-mail Address			
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
Project Benefits							
Project Benefits: <input type="checkbox"/>							
The project alleviates traffic congestion and hazards, improves safety, improves travel time, improves operational flexibility, provides intermodal connections, increases service reliability and safety for existing and future rail activity. The project has the potential to reduce GHG emissions by reducing vehicle idling through the elimination of railroad gates made possible by grade separation.							
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. The intersection of Rosecrans/Marquardt and BNSF Railway has been rated as the most hazardous at-grade crossing by the California Public Utilities Commission (CPUC). 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.							
Category		Outputs/Outcomes			Unit	Total	
Intercity Rail/Mass Trans		Grade separation(s) / rail crossing improvement(s)			Each	1	
Local streets and roads		Bicycle lane mile(s)			Miles	0.88	
Local streets and roads		Sidewalk mile(s)			Miles	0.72	
ADA Improvements Y		Bike/Ped Improvements Y			Reversible Lane analysis	N	
Inc. Sustainable Communities Strategy Goals Y				Reduces Greenhouse Gas Emissions Y			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					05/01/2015	05/01/15	
Circulate Draft Environmental Document			Document Type		02/28/2016	02/28/16	
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					03/01/2018	11/07/18	
Begin Design (PS&E) Phase					05/01/2015	05/01/15	
End Design Phase (Ready to List for Advertisement Milestone)					10/01/2019	06/19/20	
Begin Right of Way Phase					09/01/2017	09/01/17	
End Right of Way Phase (Right of Way Certification Milestone)					09/01/2019	05/21/20	
Begin Construction Phase (Contract Award Milestone)					04/01/2020	12/24/20	
End Construction Phase (Construction Contract Acceptance Milestone)					06/01/2022	03/01/23	
Begin Closeout Phase					06/01/2022	03/01/23	
End Closeout Phase (Closeout Report)					09/01/2022	03/01/24	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/17/19

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/17/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	LA, ,	, ,	R889TB		2002A	
Project Title: Rosecrans / Marquardt Grade Separation						

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)	1,970							1,970	Los Angeles County Metropolitan
PS&E	6,360							6,360	Los Angeles County Metropolitan
R/W SUP (CT)									Los Angeles County Metropolitan
CON SUP (CT)									Los Angeles County Metropolitan
R/W	68,738							68,738	Los Angeles County Metropolitan
CON	81,370							81,370	Los Angeles County Metropolitan
TOTAL	158,438							158,438	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	1,970							1,970	
PS&E	6,360							6,360	
R/W SUP (CT)									
CON SUP (CT)									
R/W	68,738							68,738	
CON	81,370							81,370	
TOTAL	158,438							158,438	

Fund No. 1:	IIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									30.20.020.720
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	2,000							2,000	\$2000 PSE voted 03/13/08
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	7,000							7,000	
TOTAL	9,000							9,000	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E	2,000							2,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	7,000							7,000	
TOTAL	9,000							9,000	

Fund No. 2:	Local Funds - Measure R (MEA_R)								Program Code
Existing Funding (\$1,000s)									20.XX.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	1,970							1,970	
PS&E	4,360							4,360	
R/W SUP (CT)									
CON SUP (CT)									
R/W	17,618							17,618	
CON	2,552							2,552	
TOTAL	26,500							26,500	
Proposed Funding (\$1,000s)									
E&P (PA&ED)	1,970							1,970	
PS&E	4,360							4,360	
R/W SUP (CT)									
CON SUP (CT)									
R/W	17,618							17,618	
CON	2,552							2,552	
TOTAL	26,500							26,500	

Fund No. 3:		State Bond - High Speed Passenger Train Bond Program (Propositio (PROP1A))							Program Code	
		Existing Funding (\$1,000s)							Bond Funding	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W	39,414							39,414		
CON	37,251							37,251		
TOTAL	76,665							76,665		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W	39,414							39,414		
CON	37,251							37,251		
TOTAL	76,665							76,665		

Fund No. 4:		Federal Disc. - 2013 TIGER Grants (TIGER13)							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	15,000							15,000		
TOTAL	15,000							15,000		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON	15,000							15,000		
TOTAL	15,000							15,000		

Fund No. 5:		Local Funds - Local Transportation Funds (LTF)							Program Code	
		Existing Funding (\$1,000s)							20.XX.400.100	
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	7,273							7,273		
TOTAL	7,273							7,273		
		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 No. 6:		Local Funds - Local Transportation Funds (LTF)							Program Code	
		Existing Funding (\$1,000s)							20.XX.400.100	
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	11,706							11,706		
CON	3,294							3,294		
TOTAL	15,000							15,000		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W	11,706							11,706		
CON	3,294							3,294		
TOTAL	15,000							15,000		

Fund No. 7:		State SB1 TCEP - Trade Corridors Enhancement Account (TCEA)							Program Code	
		Existing Funding (\$1,000s)							30.20.723.200	
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	9,000							9,000		
TOTAL	9,000							9,000		
		Proposed Funding (\$1,000s)							Notes	
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		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 05/17/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	LA		R889TB		2002A	

SECTION 1 - All Projects

Project Background
Programming Change Requested
Reason for Proposed Change
If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded
Other Significant Information

SECTION 2 - For SB1 Projects Only
Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects								
Approvals								
I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*								
<table border="1"> <thead> <tr> <th>Name (Print or Type)</th> <th>Signature</th> <th>Title</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	Name (Print or Type)	Signature	Title	Date				
Name (Print or Type)	Signature	Title	Date					

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	05/17/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
75		0012000130		2098			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
LA				Caltrans			
				MPO	Element		
				SCAG	RAIL		
Project Manager/Contact		Phone		E-mail Address			
Bruce Plowman		(916)657-3875		bruce.plowman@dot.ca.gov			
Project Title							
Raymer to Bernson Double Track Project							
Location (Project Limits), Description (Scope of Work)							
On the Ventura County Line between Control Point (CP) Raymer (MP 453.1) and CP Bernson (MP 446.8) and passes through the Northridge Station. Construction of 39,000 linear feet of second main line; main line track relocation, relay rail and drainage improvements; four No. 20 turnouts, four bridges and work on the Northridge Station platform.							
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		
Project Benefits							
Purpose and Need							
Outputs/Outcomes: <input type="checkbox"/>							
IR/MT Miles of New Track miles 7.4 <input type="checkbox"/>							
IR/MT New Bridges each 4 <input type="checkbox"/>							
IR/MT Turnouts Constructed each 4 <input type="checkbox"/>							
IR/MT Station Improvements each 1 <input type="checkbox"/>							
Category		Outputs/Outcomes			Unit	Total	
Intercity Rail/Mass Trans		Mile(s) of new track			Miles	7.4	
Intercity Rail/Mass Trans		Grade separation(s) / rail crossing improvement(s)			Each	4	
Intercity Rail/Mass Trans		Station improvement(s)			Each	1	
Local streets and roads		Turnout(s) constructed			Each	4	
ADA Improvements Y/N		Bike/Ped Improvements Y/N			Reversible Lane analysis		Y/N
Inc. Sustainable Communities Strategy Goals		Y/N			Reduces Greenhouse Gas Emissions Y/N		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			Document Type				
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)							
End Construction Phase (Construction Contract Acceptance Milestone)							
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/17/19

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/17/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	LA, ,	, ,		0012000130	2098	
Project Title: Raymer to Bernson Double Track 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)	1,954							1,954	Los Angeles County Metropolitan
PS&E	6,500							6,500	Los Angeles County Metropolitan
R/W SUP (CT)									Los Angeles County Metropolitan
CON SUP (CT)									Los Angeles County Metropolitan
R/W									Los Angeles County Metropolitan
CON		88,800						88,800	Los Angeles County Metropolitan
TOTAL	8,454	88,800						97,254	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	1,954							1,954	
PS&E	6,500							6,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		27,980						27,980	
TOTAL	8,454	27,980						36,434	

Fund No. 1:	Federal Disc. - 2011 Federal Discretionary Grants (2011FDG)								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)	1,564							1,564	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,564							1,564	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,564							1,564	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,564							1,564	

Fund No. 2:	Local Funds - Measure R (MEA_R)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	390							390	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	390							390	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	390							390	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	390							390	

Fund No. 3:		IIP - National Hwy System (NH)							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	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		60,820						60,820		
TOTAL		60,820						60,820		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)									De-programming Raymer-Bernson funding from the 2020 STIP. The funds are to be re-programmed to the Link US project.	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 4:		State Bond - Public Transportation Modernization Improvement (PTMISEA)							Program Code	
		Existing Funding (\$1,000s)							30.20.090.000	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E	6,500							6,500	\$6500 PSE voted 01/29/14	
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		12,980						12,980		
TOTAL	6,500	12,980						19,480		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E	6,500							6,500		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		12,980						12,980		
TOTAL	6,500	12,980						19,480		

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 05/17/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	LA			0012000130	2098	

SECTION 1 - All Projects**Project Background**

Raymer to Bernson is a Multi-funded double track project in Los Angeles County. The CTC programmed both Intercity Rail Improvement (IRI) 1B Bond and Interregional Transportation Improvement Program (ITIP) funds for this project. Plans, Specifications, and Estimate (PS&E) funding was allocated from the IRI Program. A PS&E document was produced as a result of this work.

Programming Change Requested

The Department proposes to amend the STIP to deprogram the Raymer to Bernson Double Track project (PPNO 2098) in Los Angeles County, currently programmed in the ITIP for \$60,820,000, and program the funds to a new project entitled Lin Union Station (Link US) Phase A project (PPNO 9880). The Los Angeles County Metropolitan Transportation Authority (LA Metro) and the Southern California Regional Rail Authority (SCRRA) concur with this request.

Reason for Proposed Change

Through review of the completed design, LA Metro concluded that nine grade crossings impacted by the project will have to be reconstructed to current Metrolink standards. A full review of the project scope, including an evaluation of construction cost inflation, has resulted in a total construction cost estimate of \$180 million. This amount significantly exceeds the available funding, it is proposed to deprogram the ITIP construction funding. Moving the Raymer to Bernson programming of \$60,820,000 to the Link US project will ultimately provide greater benefits to rail passengers. It is anticipated to save 15 minutes in travel time for trains passing through Union Station. In addition, regional rail connectivity will be expanded with up to 63 percent increase in rail capacity. The increase capacity will be valuable when the Summer Olympics comes to Los Angeles in 2028.

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

The Raymer to Bernson Double Track PS&E document will be filed until the benefits of the project exceed its cost.

Other Significant Information**SECTION 2 - For SB1 Projects Only**

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

SECTION 3 - All Projects**Approvals**

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

Name (Print or Type)	Signature	Title	Date

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 2 Aug 2019 v8.00b)

General Instructions

Amendment (Existing Project) Y/N					Date:	9/30/19
District	EA	Project ID	PPNO	MPO ID		
75	TBD	TBD0000000	9882	SCAG		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
LA				Caltrans		
				MPO	Element	
				SCAG	Rail	
Project Manager/Contact		Phone		E-mail Address		
Jeanet Owens		(213) 418-3189		OwensJ@metro.net		
Project Title						
Link Union Station						
Location (Project Limits), Description (Scope of Work)						
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 Commuter and High Speed Rail (HSR) systems, while at the same time providing adequate space for pedestrian connectivity between subway, light rail, Amtrak, Metrolink, bus, bike, shared ride, and future HSR systems. TIRCP funds will be used to complete PA&ED, PS&E, R/W and the Phase A construction phases of the project. Mile Post (MP) Locations: Northern limit is at MP 1.18; Union Station is at MP 0.0; Southern limit is at MP 142.6. STIP-ITIP funds will be used to complete construction phases of the project. (Continued in Additional Information on Page 2).						
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	
Project Benefits						
Phase A of Link US serves as a linchpin in delivering the SCORE Program, offering increased capacity via the initial delivery of 2 run-through tracks. The Full Build Link US Project will increase the operational capacity and flexibility of LAUS to accommodate more commuter, intercity, and high speed rail trains; (Continued in Additional Information Section on Page 2)						
Purpose and Need						
Funding and constructing the Phase A Project will result in a dramatic increase in the operational efficiency and capacity of this station through converting the station from a stub track to a run through track configuration. The Full Build Link US Project (Phases A&B) will ensure the capacity for 15-minute service on core segments of the Metrolink system.						
Category		Outputs/Outcomes			Unit	Total
Rail / Multi-Modal		Miles of new track			Miles	0.78
Rail / Multi-Modal		Grade separations/ rail crossing improvements			EA	3
Rail / Multi-Modal		Station improvements			EA	1
Rail / Multi-Modal						
NHS Improvements	Y/N	Roadway Class			Reversible Lane analysis	Y/N
Inc. Sustainable Communities Strategy Goals		Y/N	Reduces Greenhouse Gas Emissions		Y/N	
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						05/31/16
Circulate Draft Environmental Document			Document Type	EIR		11/16/18
Draft Project Report						N/A
End Environmental Phase (PA&ED Milestone)						04/30/20
Begin Design (PS&E) Phase						04/29/19
End Design Phase (Ready to List for Advertisement Milestone)						06/30/20
Begin Right of Way Phase						08/01/19
End Right of Way Phase (Right of Way Certification Milestone)						07/30/21
Begin Construction Phase (Contract Award Milestone)						07/31/20
End Construction Phase (Construction Contract Acceptance Milestone)						12/29/23
Begin Closeout Phase						12/29/23
End Closeout Phase (Closeout Report)						12/31/24

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 2 Aug 2019 v8.00b)

Date: 9/30/19

Additional Information

(Continued from Page 1 Location, Project Limits, Description, and Scope of Work Section) The main construction elements in Phase A includes early track, signal and communication improvements in the throat, LAUS Platform 4 modification and the associated track work and ramp, the US 101 viaduct structure that can accomodate up to 9 run-through tracks and associated modification to US 101, two interim run-through tracks constructed on the US 101 viaduct, embankment and other structures associated with connecting the run-through tracks to the mainline tracks on the west bank of the Los Angeles River, the associated Right of Way acquisitions and utility relocation and pedestrian and bicycle improvements.

(Continued from Project Benefit Section on Page 1) 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 by 13.5 million metric tons which equates to 26% of the total GHG reductions projected for the SCORE Program. The SCORE program is projected to reduce up to 51.7 million metric tons of CO2-associated GHG reductions over the 55-year project life through 2078.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 2 Aug 2019 v8.00b)

Date: 9/30/19

District	County	Route	EA	Project ID	PPNO	
75	LA		TBD	TBD0000000	9882	
Project Title: Link Union Station						

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)									Los Angeles County Metropolitan
PS&E									Los Angeles County Metropolitan
R/W SUP (CT)									Los Angeles County Metropolitan
CON SUP (CT)									Los Angeles County Metropolitan
R/W									Los Angeles County Metropolitan
CON									Los Angeles County Metropolitan
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
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		148,840	127,532	152,216	223,992			652,580	
TOTAL	297,818	148,840	127,532	152,216	223,992			950,398	

Fund No. 1:	State Proposition 1A/High Speed Rail Bonds								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									CA High Speed Rail Authority
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	45,178							45,178	
R/W SUP (CT)									
CON SUP (CT)									
R/W	68,532							68,532	
CON		57,755	63,766	76,108	111,996			309,625	
TOTAL	113,710	57,755	63,766	76,108	111,996			423,335	

Fund No. 2:	Other California High Speed Rail authority Funds								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									CA High Speed Rail Authority
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
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 No. 3:		So. Cal. Regional Rail Authority Contributions (non-Metro members)							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)									So. Cal. Regional Rail Authority	
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		30,265	3,065	6,670				40,000		
TOTAL		30,265	3,065	6,670				40,000		

Fund No. 4:		So. Cal Reg. Rail Authority Contribution (Metro (Measure R 3% + Other Local))							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)									LACMTA	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
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 No. 5:		LOSSAN/Amtrak							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)									LOSSAN/Amtrak	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)										Notes
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON				5,000				5,000		
TOTAL				5,000				5,000		

Fund No. 6:		Metro Measure M 2% Transit Connectivity Funds							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)									LACMTA	
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				13,274				13,274		
TOTAL				13,274				13,274		

Fund No. 7:		Transit and Intercity Rail Capital Program							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)									CalSTA	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)	23,021							23,021	Based on discussions with the Project Partners this is the new amount to be programmed for the project.	
PS&E	22,158							22,158		
R/W SUP (CT)										
CON SUP (CT)										
R/W	68,531							68,531		
CON			60,701	51,164	111,996			223,861		
TOTAL	113,710		60,701	51,164	111,996			337,571		

Fund No. 8:		ITIP (State Funds)							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	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)									Raymer to Bernson 2018 ITIP reprogrammed to LinkUS project in 2020 ITIP	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		60,820						60,820		
TOTAL		60,820						60,820		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 2 Aug 2019 v8.00b)

Complete this page for amendments only

Date: 9/30/19

District	County	Route	EA	Project ID	PPNO	
75	LA		TBD	TBD0000000	9882	

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

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

Other Significant Information

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects

Approvals

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

Name (Print or Type)	Signature	Title	Date

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	05/15/19
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
75		0019000029	2190			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SD				Caltrans		
				MPO	Element	
				SANDAG	RAIL	
Project Manager/Contact		Phone		E-mail Address		
Bruce Smith		(619)699-1907		bruce.smith@sandag.org		
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 (SANDAG)				
PS&E		San Diego Association of Governments (SANDAG)				
Right of Way						
Construction		San Diego Association of Governments (SANDAG)				
Legislative Districts						
Assembly:	75,76,77,78,79	Senate:	36,39,40	Congressional:	50,51,52,53	
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 <input type="checkbox"/> 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. <input type="checkbox"/>						
Purpose and Need						
Project Benefits: <input type="checkbox"/>						
The project will provide a location for freight and passenger trains to meet and pass, resulting in an increase in the number of <input type="checkbox"/> 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. <input type="checkbox"/>						
<input type="checkbox"/>	Category	Outputs/Outcomes			Unit	Total
	Intercity Rail/Mass Trans	Mile(s) of new track			Miles	1.6
	ADA Improvements N	Bike/Ped Improvements N			Reversible Lane analysis N	
	Inc. Sustainable Communities Strategy Goals N				Reduces Greenhouse Gas Emissions N	
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					11/30/2009	
Circulate Draft Environmental Document			Document Type	05/01/2011		
Draft Project Report					03/01/2011	
End Environmental Phase (PA&ED Milestone)					03/31/2012	
Begin Design (PS&E) Phase					03/31/2012	10/30/18
End Design Phase (Ready to List for Advertisement Milestone)					03/31/2020	
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)					09/30/2020	
End Construction Phase (Construction Contract Acceptance Milestone)					09/30/2022	
Begin Closeout Phase					09/30/2022	
End Closeout Phase (Closeout Report)					03/31/2023	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/15/19

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/15/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	SD, ,	, ,		0019000029	2190	
Project Title: San Onofre to Pulgas Double Track Phase 2						

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)									San Diego Association of
PS&E	1,177							1,177	San Diego Association of
R/W SUP (CT)									
CON SUP (CT)									San Diego Association of
R/W									
CON			28,863					28,863	San Diego Association of
TOTAL	1,177		28,863					30,040	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	1,177							1,177	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			28,863					28,863	
TOTAL	1,177		28,863					30,040	

Fund No. 1:	IIP - Public Transportation Account (PTA)								Program Code
	Existing Funding (\$1,000s)								30.20.020.720
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
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	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

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Date: 05/15/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	SD			0019000029	2190	

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

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

Other Significant Information

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects

Approvals

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Name (Print or Type)	Signature	Title	Date

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	05/16/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
75				2065R			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
VAR				Caltrans			
				MPO	Element		
				MTC	RAIL		
Project Manager/Contact		Phone		E-mail Address			
Betty L. Miller		(916)654-5739		betty.l.miller@dot.ca.gov			
Project Title							
Mini-High Platform Improvements							
Location (Project Limits), Description (Scope of Work)							
On 25 Amtrak California Station Platforms on the Capitol Corridor and San Joaquin Corridor. Design and build 48" high raised platforms with ADA compliant ramps. The 48" high raised platform will be positioned so when the train stops and opens it door the "gap-filler" plate/device can be extended from the bottom of the door opening to 1 inch from the 48" high raised platform. This will allow level boarding for persons in wheel chairs, using walkers, or transporting luggage. A concrete pad will be installed in the track bed adjacent to the 48" high platform to prevent lateral movement, thereby maintaining the 1 inch gap.							
Component		Implementing Agency					
PA&ED							
PS&E		Caltrans					
Right of Way							
Construction		Caltrans					
Legislative Districts							
Assembly:	34,35,37,38,39,43,44,45,46		Senate:	16,17,18,19,24,25,27,29,32		Congressional:	22,23,24,25,26,28,29,30,34
Project Benefits							
Safer operations for passenger and freight rail services on the shared system, improved passenger rail reliability, ridership, and goods movement. □							
Purpose and Need							
Caltrans is procuring single level rail cars to be used on the Capitol Corridor and San Joaquin Corridor. Building these 48" high raised platforms on the existing platforms will permit safe and efficient level boarding for riders in wheelchairs, using walkers, and transporting luggage. This will be a tremendous improvement to using portable lifts to enable wheel chair passengers access to the trains. If these portable lifts malfunction or are stolen, it would prevent a person in a wheelchair from being able to board a train. □							
Category		Outputs/Outcomes			Unit	Total	
Intercity Rail/Mass Trans		Station improvement(s)			Each	25	
ADA Improvements Y		Bike/Ped Improvements Y			Reversible Lane analysis		N
Inc. Sustainable Communities Strategy Goals N				Reduces Greenhouse Gas Emissions Y			
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					08/01/2022	08/01/22	
End Design Phase (Ready to List for Advertisement Milestone)					01/31/2023	01/31/23	
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)					01/31/2023	01/31/23	
End Construction Phase (Construction Contract Acceptance Milestone)					08/31/2024	08/31/24	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/16/19

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	VAR, ,	, ,			2065R	
Project Title: Mini-High Platform Improvements						

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)									
PS&E				500				500	Caltrans
R/W SUP (CT)									
CON SUP (CT)									Caltrans
R/W									
CON				17,500				17,500	Caltrans
TOTAL				18,000				18,000	
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				17,500				17,500	
TOTAL				18,000				18,000	

Fund No. 1:	IIP - Public Transportation Account (PTA)								Program Code
	Existing Funding (\$1,000s)								30.20.020.720
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E				500				500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				17,500				17,500	
TOTAL				18,000				18,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E				500				500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				17,500				17,500	
TOTAL				18,000				18,000	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

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Date: 05/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	VAR				2065R	

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

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

Other Significant Information

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects

Approvals

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Name (Print or Type)	Signature	Title	Date

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	05/20/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
75				2194A			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
VAR				Caltrans			
				MPO	Element		
				Non-MPO	RAIL		
Project Manager/Contact		Phone		E-mail Address			
Betty L. 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. Work will include PTC radio frequency studies and licensing for each location.							
Component	Implementing Agency						
PA&ED							
PS&E							
Right of Way							
Construction	Caltrans						
Legislative Districts							
Assembly:	18,20,25,29,30,35	Senate:	9,10,12,17	Congressional:	11,15,17,19,20,24		
Project Benefits							
Project will benefit all parties associated with railroad traffic --increasing the safety of crews of both passenger and freight trains, passengers, maintenance workers, as well as automobile and other travelers near the tracks.							
Purpose and Need							
Purpose of the project is to meet the Federal mandate for PTC operations on three segments of the UPRR Coast Subdivision. 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.							
Category		Outputs/Outcomes			Unit	Total	
Intercity Rail/Mass Trans		ITS element(s)			Each	1	
Intercity Rail/Mass Trans		Station improvement(s)			Each	1	
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals N				Reduces Greenhouse Gas Emissions N			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			Document Type				
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					12/01/2018	12/31/19	
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)					07/01/2019	07/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)					12/31/2021	07/01/24	
Begin Closeout Phase					01/01/2022	08/01/24	
End Closeout Phase (Closeout Report)					06/30/2022	02/28/25	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/20/19

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/20/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
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)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Caltrans
R/W									
CON	17,592							17,592	Caltrans
TOTAL	17,592							17,592	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	16,955							16,955	
TOTAL	16,955							16,955	

Fund No. 1:	Federal Disc. - Earmark Repurposing (EARREPU)								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
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	

Fund No. 2:	IIP - State Cash (ST-CASH)								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
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	4,000							4,000	
TOTAL	4,000							4,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	4,000							4,000	
TOTAL	4,000							4,000	

Fund No. 3:		Other State - Local Transportation Funds - Advance Construction (LF-AC)							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)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON	1,615							1,615		
TOTAL	1,615							1,615		

Fund No. 4:		Local Funds - Local Measure (MEA)							Program Code	
Existing Funding (\$1,000s)									20.XX.400.100	
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	637							637		
TOTAL	637							637		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 05/20/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	VAR				2194A	

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

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

Other Significant Information

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects

Approvals

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

Name (Print or Type)	Signature	Title	Date

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	05/13/19
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
75		0019000084	2195			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
VAR				Caltrans		
				MPO	Element	
				SLOCOG	RAIL	
Project Manager/Contact		Phone		E-mail Address		
Phillip Hoebeke		(916) 654-6657		phillip.hoebeke@dot.ca.gov		
Project Title						
Central Coast Layover Facility Expansion						
Location (Project Limits), Description (Scope of Work)						
<p>The existing single track layover facility is located directly across from the San Luis Obispo Amtrak station, which is located at 1011 Railroad Avenue on the Union Pacific Railroad (UPRR) Coast Subdivision approximately 189 miles north of Los Angeles Union Station. The layover facility should ideally be located as near as possible to the train depot in order to efficiently use staff and equipment and not interfere with freight operations. The project limits may be changed based on the result of the environmental studies.</p> <p>The project includes three phases. 1) Project Approval & 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 4,000 feet of track and construct 2,000 feet of track depending on the outcome of the environmental studies</p>						
Component		Implementing Agency				
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way						
Construction	Lossan					
Legislative Districts						
Assembly:	17	Senate:	35	Congressional:	24	
Project Benefits						
<p>Project Benefits: <input type="checkbox"/></p> <p>The construction of approximately 3,000 feet of new and/or rehabilitated layover track will improve intercity rail service. The Pacific Surfliner would be able to improve the ridership, revenue, and expand service of intercity rail passenger service through additional layover capacity. The project will facilitate the maintenance of equipment mid-route and at route terminus. It would allow additional</p>						
Purpose and Need						
<p>Purpose and Needs: <input type="checkbox"/></p> <p>The proposed project is needed to improve the efficiency and on-time performance of intercity rail passenger services through this portion of the UPRR mainline rail corridor: and as a result, the entire Pacific Surfliner Corridor. <input type="checkbox"/></p>						
Category		Outputs/Outcomes			Unit	Total
Intercity Rail/Mass Trans		Mile(s) of new track			Miles	0.57
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis N	
Inc. Sustainable Communities Strategy Goals N		Reduces Greenhouse Gas Emissions N				
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					08/01/2018	08/01/18
Circulate Draft Environmental Document			Document Type			
Draft Project Report						
End Environmental Phase (PA&ED Milestone)					08/01/2020	01/01/21
Begin Design (PS&E) Phase					08/01/2018	01/01/21
End Design Phase (Ready to List for Advertisement Milestone)					08/01/2020	01/01/22
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)					11/01/2020	01/01/22
End Construction Phase (Construction Contract Acceptance Milestone)					10/30/2023	01/01/25
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

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PROJECT PROGRAMMING REQUEST

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	VAR, ,	, ,		0019000084	2195	
Project Title: Central Coast Layover Facility Expansion						

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)	3,600							3,600	Caltrans
PS&E	1,000							1,000	Caltrans
R/W SUP (CT)									
CON SUP (CT)									Lossan
R/W									
CON		8,000						8,000	Lossan
TOTAL	4,600	8,000						12,600	
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)	3,600							3,600	
PS&E		1,000						1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			8,000					8,000	
TOTAL	3,600	1,000	8,000					12,600	

Fund No. 1:	IIP - Public Transportation Account (PTA)								Program Code
Existing Funding (\$1,000s)									30.20.020.720
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	3,500							3,500	Caltrans
PS&E	1,000							1,000	\$3500 PAED voted 10/17/18
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		8,000						8,000	
TOTAL	4,500	8,000						12,500	
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	3,500							3,500	Time extension proposed for PS&E to 01/01/2021
PS&E		1,000						1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			8,000					8,000	
TOTAL	3,500	1,000	8,000					12,500	

Fund No. 2:	Local Funds - Local Transportation Funds (LTF)								Program Code
Existing Funding (\$1,000s)									20.XX.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	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
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	100							100	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	100							100	

PROJECT PROGRAMMING REQUEST

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Appendix B – ITIP Public Comments

The California Transportation Commission (Commission) will hold two hearings, one in Northern California and one in Southern California. The first is the north hearing, to be held on October 8, 2019 in the City of Modesto. The second will be the south hearing, to be held on October 15, 2019 in the City of Santa Ana.

In addition to the hearings, formal comments may be sent to the email address: OCIP@dot.ca.gov until November 15.

In the final 2020 ITIP document, this section will include all the public comments we receive at the hearings and via email.

