

STAFF REPORT



MEETING DATE: December 15, 2020
SUBJECT: Correspondence
AGENDA ITEM: 5-5
STAFF CONTACT: Amy Lindsey, Administrative Associate

Attached and summarized below is correspondence determined to be of interest to the board of directors.

INCOMING CORRESPONDENCE

Date	From	Subject
10/26/20	California Air Resources Board, Executive Officer, Richard Corey	California Air Resources Board's (CARB) Executive Order G-20-180 and CARB Staff's Technical Evaluation of the Greenhouse Gas Emissions Reduction Quantification for the Shasta Regional Transportation Agency's SB 375 2018 Sustainable Communities Strategy (Technical Evaluation). Two-page letter attached. Link to full document: https://www.srta.ca.gov/DocumentCenter/View/5245/CARB-Evaluation-Packet---SRTA-2018-SCS-004-for-WEB
11/3/20	State of California Department of Transportation, Division of Maintenance, Acting Chief, David Ambuehl, via Kathy Grah, Senior Transportation Planner, District 2	Unsheltered email, including Direction on Encampment Removals during the COVID-19 Pandemic
11/16/20	California Transportation Commission	2020 Trade Corridor Enhancement Program Staff Recommendations

Jennifer Pollom, AICP, Senior Transportation Planner

Attachment: SRTA Correspondence Letters

October 26, 2020

Mr. Dan Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, California 96001
dlittle@srta.ca.gov

Dear Mr. Little:

In accordance with the Sustainable Communities and Climate Protection Act of 2008, please find enclosed the California Air Resources Board's (CARB) Executive Order G-20-180 and CARB staff's *Technical Evaluation of the Greenhouse Gas Emissions Reduction Quantification for the Shasta Regional Transportation Agency's SB 375 2018 Sustainable Communities Strategy* (Technical Evaluation). The Executive Order accepts the Shasta Regional Transportation Agency's (SRTA) determination that its 2018 Regional Transportation Plan and Sustainable Communities Strategy (SCS) would, when implemented, meet the applicable 2020 and 2035 greenhouse gas (GHG) emissions reduction targets for automobiles and light trucks as established by CARB in 2010, specifically, a 0 percent per capita reduction by 2020 and a 0 percent per capita reduction by 2035, relative to 2005 levels. The Technical Evaluation describes CARB staff's assessment, findings, and recommendations. CARB staff also highlights issues SRTA will need to address in its third-round SCS pursuant to the most recent Evaluation Guidelines, which were updated in 2019 and after SRTA adopted this SCS.

CARB's recent assessment of on-the-ground progress since regions began developing SCSs¹ found that California was not on track to meet the GHG reductions expected under SB 375. This suggests that the Shasta region may not realize the forecasted GHG reductions in its SCS nor meet its targets, if the plan is not fully implemented. California needs strong commitments to implement vehicle miles traveled (VMT) reduction strategies by every region in the State to meet its SB 375 targets and support the statewide effort to successfully mitigate the worst impacts of climate change. We appreciate SRTA's continued work to advance the sustainability of transportation and land use planning in California, and look forward to an ongoing partnership to implement this plan.

¹ Prepared pursuant to Senate Bill (SB) 150 (Allen, Chapter 646, Statutes of 2017). California Air Resources Board. 2018 Progress Report: California's Sustainable Communities and Climate Protection Act. November 2018. Available at: https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf

Mr. Dan Little
October 26, 2020
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If you have any questions or need further information, please contact Ms. Jennifer Gress, Chief, Sustainable Transportation and Communities Division at jennifer.gress@arb.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read 'R. W. Corey', with a stylized flourish at the end.

Richard W. Corey
Executive Officer

Enclosures

cc: (via email)

Mr. Dan Wayne
Senior Transportation Planner
Shasta Regional Transportation Agency (SRTA)
dwayne@srta.ca.gov

Ms. Jennifer Gress, Ph.D.
Chief
Sustainable Transportation and Communities Division
jennifer.gress@arb.ca.gov

From: Grah, Kathy M@DOT <kathy.grah@dot.ca.gov>

Sent: Tuesday, November 10, 2020 10:59 AM

Subject: Unsheltered

Good morning.

This document attached is the latest HQs Maintenance Guidelines for Caltrans' Encampment Removal. It is in effect from 10/31/2020 to 1/4/2021.

Following CDC guidelines and until further notice, unsheltered encampment cleanups are only allowed if there is an immediate safety concern or a local partner has identified safer spaces for unsheltered individuals to move indoors.

Feel free to contact me if you have any questions.

Thank you-

Kathy Grah

Senior Transportation Planner

Regional Planning

Caltrans District 2-Redding

1657 Riverside Drive, Redding, CA 96001 MS 7

5302290517

MAINTENANCE POLICY DIRECTIVE	NUMBER MPD 20-02R6	PAGE 1 OF 5
	DATE ISSUED 11/3/2020	EFFECTIVE DATE 10/31/2020

DAVID AMBUEHL, Acting Chief Division of Maintenance	SIGNATURE <i>David Ambuehl</i>
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DISTRIBUTION

☒ All District Directors	☒ Chief, Division of Engineering Services
☒ All Deputy District Directors - Maintenance	☒ Chief Counsel, Legal Division
☒ All Deputy District Directors - Traffic Ops.	☐ Publications (California Supplement Website)
☒ All Deputy District Directors - Construction	☒ All Division of Maintenance Office Chiefs
☒ All Deputy District Directors - Design	☒ All SM&I Office Chiefs
☒ All Deputy District Directors - Trans. Planning	☒ Headquarters Division Chiefs for: Construction

SUBJECT

Direction on Encampment Removals during the COVID-19 Pandemic. This policy will be revisited again on January 4, 2021.

DOES THIS DIRECTIVE AFFECT OR SUPERSEDE ANOTHER DOCUMENT? ☒ YES ☐ NO

IF YES, DESCRIBE

In addition to MPD 10-01 Encampment Removal Policy & Guidelines.

WILL THIS DIRECTIVE BE INCORPORATED IN THE MAINTENANCE MANUAL? ☐ YES ☒ NO

IF YES, DESCRIBE

DIRECTIVE

Caltrans' priority is the safety of all people during the COVID-19 pandemic or otherwise. In effect, unsheltered encampments on Caltrans right of way may only be posted and cleared in coordination with local experts on homelessness and the California Highway Patrol, if approved by Caltrans Headquarters.

Caltrans' role in encampment removals is to: collaborate with partners to help connect people living along California's freeways with critical services and shelter, coordinate cleaning of trash and debris from encampment sites, respond to emergencies at encampments to inspect for potential damage to Caltrans infrastructure, and to restore and protect the right of way after people have been relocated by local governments. While Caltrans is not capable on its own to relocate people into shelters or provide social services, Caltrans is a committed partner in assisting local partners in their efforts to assist people living on state property. The California Highway Patrol (CHP) is the enforcement agency responsible for addressing allegations of criminal activity on state property. Encampment removals without a coordinated relocation effort across state and local agencies will likely result in people returning to the same location, moving to adjacent city or county property, or being dispersed into the community, without resolving the core issues.

All Caltrans districts must receive approval from the Caltrans Headquarters Deputy Director of Maintenance and Operations in order to post a 72-hour notice at any encampment and/or to clear people from state right of way. The process for requesting approval for all encampments is outlined below. All local partners and constituents must work with Caltrans on any issues related to encampments and shall not clear any people from Caltrans property without Caltrans participation and approval. Where an encampment poses a safety concern necessitating the removal of the encampment, Districts shall coordinate with [County Continuums of Care*](#), social services providers, and other local partners, focusing on relocation solutions first before requesting approval to post and clear an encampment. If *all people* at an encampment are successfully and *willingly* relocated by local governments into a shelter or housing, Caltrans may clear any remaining trash or debris from the former encampment site without approval from Caltrans Headquarters, so long as no people remain onsite and no people were forced to leave the property.

In extreme circumstances where encampments pose imminent threats to safety or critical infrastructure and must be immediately resolved upon discovery, such as situations where people are found living in confined spaces of bridge cells or manmade tunnels, same-day approval can be provided by Caltrans Headquarters and social services engagement is not required. Social services engagement and connections are always encouraged when possible but should not impede emergency response functions. Approval from Caltrans Headquarters is not required for trash or debris pickup at or near encampments so long as it does not result in the displacement of people.

If relocation is not feasible by local governments or people are not willing to relocate, Caltrans districts and local partners should consider whether alternative locations in the nearby vicinity may be available, consistent with the [Centers for Disease Control \(CDC\) Interim Guidance on People Experiencing Unsheltered Homelessness and the Coronavirus Disease](#).

Caltrans staff should focus on mitigation solutions to prevent re-habitation of encampments where possible. This may include:

- Fencing: No-climb or wrought iron fencing should be considered only with the approval of local fire agencies or CAL FIRE to avoid installing a barrier for first responders in emergency situations. Fencing should include access gates for first responders.
- Removing overgrown vegetation and trimming trees
- Requesting CHP to increase patrols
- Aesthetic enhancements including community gateway or transportation art (where local governments are supportive and willing to partner in these efforts).
- Hardscaping, lighting, cameras, motion detection monitoring (these efforts may need to be considered as part of future projects and may not be immediately available. Funding sources will need to be identified).

This directive shall be revisited on January 4, 2021. Caltrans districts will continue to receive updated guidance and direction in the interim as external conditions change.

This directive was written during the Coronavirus (COVID-19) pandemic and is subject to modification at any time. Comments or questions should be sent to: HQEncampments@dot.ca.gov.

Contacts and Procedure

Requests to clear encampments should be submitted by email from the district task force lead on homelessness to: Cory Binns, David Ambuehl, Everett Townsend, Lindsey Hart, John Oliva and

HQencampments@dot.ca.gov.

Required Information Needed for Seeking Approval to Remove an Encampment that Poses a Safety Concern:

1. How urgent is the situation and how soon the district is seeking approval?
2. Explanation of safety concerns (sufficient information to understand the situation and why the encampment must be moved).
3. Approximate number of persons experiencing homelessness at the encampment?
4. Explanation of outreach/relocation attempts to date and coordination with local governments.
5. Google maps screenshot of the location and identification of jurisdiction (route, nearest cross street, city and county).
6. Photos of the encampment site.
7. Explanation of how Caltrans and CHP will work to prevent re-habitation of the encampment after removal.
8. Has Caltrans explored every alternative to broadly dispersing people into the community, consistent with the CDC guidelines?

If there is imminent danger to the public or the infrastructure and an encampment removal requires same-day approval, district task force leads on homelessness should submit an email request immediately. If a response is not received within 2 hours, districts should follow-up by phone call.

If the situation at an encampment rises to level of an extreme emergency, consistent with Caltrans emergency management response functions, the District Director should report the issue immediately by calling the Deputy Director of Operations and Maintenance, Cory Binns, at 858-688-1460.

Caltrans staff should follow all safety guidelines for handling hazardous materials. Significant debris or trash removal from encampments shall be performed by a Hazmat contractor.

Caltrans staff may work with local outreach teams to distribute trash bags (preferably clear trash bags) and sharps containers (available through the warehouse) for encampment occupants to collect trash. Caltrans should schedule trash pickups at designated locations near encampment sites by hazmat contractors where possible.

Any Caltrans staff conducting encampment site assessments or performing any work near or within an encampment site must wear Personal Protective Equipment and exercise extreme caution, abandoning the work immediately if safety is compromised. Assistance from the CHP is always available to Caltrans staff.

***County Continuum of Care (CoC):**

The Continuum of Care (CoC) Program, which falls under individual County jurisdiction throughout California, is designed to promote communitywide commitment to the goal of ending homelessness; provide funding for efforts by nonprofit providers, and State and local governments to quickly rehouse homeless individuals and families while minimizing the trauma and dislocation caused to homeless individuals, families, and communities by homelessness; promote access to and effect utilization of mainstream programs by homeless individuals and families; and optimize self-sufficiency among individuals and families experiencing homelessness.

County Continuum of Care Contacts: <https://www.hud.gov/states/california/homeless/continuumcare>

County Public Health Department Contacts: <https://www.cdph.ca.gov/Pages/LocalHealthServicesAndOffices.aspx>

MAINTENANCE POLICY DIRECTIVE

MTCE-03 (REV 3/2015)

Attachment(s):

2020 Trade Corridor Enhancement Program Staff Recommendations

The Trade Corridor Enhancement Program, created under Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), funds infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, and along corridors that have a high volume of freight movement, as determined by the Commission.

In March 2019, the California Transportation Commission (Commission) began guideline development of the 2020 Trade Corridor Enhancement Program Guidelines. The Commission held five workshops between March 2019 and February 2020 to solicit input on the development of the Trade Corridor Enhancement Program Guidelines. These workshops included consultation with stakeholders representing regional agencies, local governments, private industry, ports, and non-governmental organizations. The Commission's guidelines, adopted at its March 25, 2020 meeting, describe the policies, standards, criteria and procedures for the development, adoption, and management of the 2020 Trade Corridor Enhancement Program.

The Commission established the 2020 Trade Corridor Enhancement Competitive Program as a three-year (Fiscal Years 2020-21 through 2022-23), \$1.392 billion program. Project nominations were due to the Commission on, or postmarked by, August 3, 2020. The Commission received 47 project nominations seeking over \$1.7 billion. Since SB 1 provides an on-going funding source for the Trade Corridor Enhancement Program, agencies with projects not recommended for funding in this cycle will have the opportunity to apply for funding in subsequent cycles.

An evaluation team, consisting of Commission and Caltrans staff, reviewed all 47 project nominations based on the screening and evaluation criteria set forth in the Commission's adopted guidelines. Due to the competitive nature of this program, staff evaluations were limited to the documentation submitted with the application package. All projects nominated for funding provide significant value to California residents, and the amount of funding requested reflects the significant need to address freight transportation improvements across all localities in the state.

Recommendations for funding are set forth on the attached list of projects. The recommended projects were determined to be the projects that best address the criteria as outlined in the guidelines. Staff recommends Trade Corridor Enhancement Program funds totaling \$1.359 billion for 28 projects valued at more than \$4 billion.

The total proposed programming exceeds the identified funding capacity and will be supported by Trade Corridor Improvement Fund savings and future Trade Corridor Enhancement Program project savings, consistent with the Trade Corridor Improvement Fund close-out policy and Trade Corridor Enhancement Program guidelines.

The recommendation includes a variety of projects that provide freight transportation improvements in localities across the state. Collectively, the projects recommended will improve border crossings, increase freight rail storage and transport capacity, create grade separations, improve interchanges, and create highway improvements such as truck climbing lanes, auxiliary lanes, mixed-flow lanes or high-occupancy-vehicle lanes that enhance the movement of goods. Over the next 20 years, the projects are estimated to allow for over 70 million additional trucks, 65 million additional tons of cargo, and 10 million

additional rail trailers or containers. Together, the projects also result in an overall decrease in emissions.

Projects not recommended for funding were found less competitive for a variety of reasons including: required information missing or unclear; area(s) of non-compliance with statute and/or guidelines; limited federal funding for projects on port property; goods movement benefits unclear or minimal; and the prioritization of construction funding over pre-construction funding consistent with the program guidelines. The projects not recommended for funding are, by and large, worthy projects though not as competitive for this program cycle.

The Commission will consider staff recommendations and adoption at the December 2-3, 2020 Commission meeting.

**2020 Trade Corridor Enhancement Program Staff
Recommendations
(1,000s)**

	Project Title	Project Type	County	Region	Regional	State	Total Request*	Total Project Cost	Score
Recommended for Approval (28 Projects)	24 57/60 Interchange & Other Improvements	Highway Improvements/Interchange Improvements	Los Angeles	Los Angeles/Inland Empire	\$ 130,700	\$ 87,200	\$ 217,900	\$ 420,200	High
	39 I-605/SR91 & Cherry Ave Improvements	Lanes	Los Angeles	Los Angeles/Inland Empire	\$ 70,802	\$ 47,200	\$ 118,002	\$ 240,936	High
	31 I-80 Cordelia CVEF Facility	Highway Improvements/Commercial Vehicle Enforcement	Solano	Bay Area	\$ 123,294	\$ 11,708	\$ 24,002	\$ 250,770	High
	13 Solano I-80 Managed Lanes	Highway Improvements/HOV Lanes	Solano	Bay Area	\$ 123,400	\$ 11,708	\$ 24,002	\$ 250,770	High
	26 Fourth Truck Rail Expansion in POLB (Federalize)	Rail Improvements/Rail Capacity Expansion in POLB	Los Angeles	Los Angeles/Inland Empire	\$ 4,000	\$ 4,000	\$ 8,000	\$ 24,800	High
	17 McKinley Street Grade Separation	Rail Improvements/Grade Separation	Riverside	Los Angeles/Inland Empire	\$ 10,300	\$ -	\$ 10,300	\$ 108,300	High
	18 SR 55 Improvements	Highway Improvements/Mixed Flow Lanes, Auxiliary Lanes, and HOV Lanes	Orange	Los Angeles/Inland Empire	\$ 115,000	\$ -	\$ 115,000	\$ 349,212	High
	38 I-10 Truck Climbing Lane	Highway Improvements/Truck Climbing Lane	San Bernardino/ Riverside	Los Angeles/Inland Empire	\$ 14,444	\$ 9,630	\$ 24,074	\$ 36,487	High
	8 Calexico East POE Bridge Widening	Border Improvement	Imperial	San Diego/Border	\$ 7,481	\$ 7,481	\$ 7,481	\$ 32,538	High
	28 Fenik Terminal Rail Expansion in POLA (Federalize)	Rail Improvements/Rail Capacity Expansion in POLA	Los Angeles	Los Angeles/Inland Empire	\$ 11,516	\$ 7,678	\$ 19,194	\$ 51,470	High
	21 LOSSAN-SD Intermodal Improvement Program	Rail Improvements/Rail Capacity & Safety Improvements	San Diego	San Diego/Border	\$ 54,045	\$ 52,350	\$ 106,495	\$ 202,407	High
	22 Olay Mesa East Construct POE	Border Improvement	San Diego	San Diego/Border	\$ 5,900	\$ 35,620	\$ 42,520	\$ 944,800	High
	34 SR 46 Widening Seg 4c Kern	Highway Improvements/Road Widening	Kern	Central Valley	\$ 6,000	\$ 4,000	\$ 10,000	\$ 37,000	Medium High
	7 Port of Stockton Rail Improvements (Federalize)	Port Improvements/New Bridge/Increased Rail Capacity	San Joaquin	Central Valley	\$ 5,343	\$ -	\$ 5,343	\$ 45,007	Medium High
	41 I-5 Merge Lanes, ITS Infrastructure, I-80 Lane & Elkhorn	Highway Improvements/Traffic Management Systems & Auxiliary Lanes	San Joaquin/ Placer	Central Valley	\$ 40,000	\$ 23,000	\$ 63,000	\$ 85,000	Medium
	42 I-15 Lanes San Bernardino	Highway Improvements/HOV Lanes, Auxiliary Lanes, & TMS	San Bernardino/ Riverside	Los Angeles/Inland Empire	\$ 52,000	\$ 66,539	\$ 118,739	\$ 307,167	Medium
	32 I-580 Interchange Improvements	Highway Improvements/Interchange Improvements	San Joaquin	Central Valley	\$ 18,531	\$ 6,353	\$ 24,884	\$ 49,183	Medium
	46 SR 46 Widening San Luis Obispo	Highway Improvements/Road Widening	San Luis Obispo	Central Coast	\$ 7,300	\$ 7,300	\$ 7,300	\$ 101,300	Medium
	21 North County Corridor Phase 1 Expressway	Highway Improvements/Expressway	Stanislaus	Central Valley	\$ 20,000	\$ -	\$ 20,000	\$ 163,000	Medium
	121 I-405/S44 Interchange Improvements	Highway Improvements/Interchange Improvements	Contra Costa	Central Valley	\$ 18,000	\$ -	\$ 18,000	\$ 236,000	Medium
	35 SR 99 Improvements Madera	Highway Improvements/Widening	Madera	Central Valley	\$ 2,795	\$ 1,854	\$ 4,659	\$ 110,873	Medium
	33 US 101/SR 25 Interchange Improvements	Highway Improvements/Interchange Improvements	San Joaquin	Central Valley	\$ 33,000	\$ 22,000	\$ 55,000	\$ 101,200	Medium
	30 SR 156 Castroville Blvd Interchange	Highway Improvements/Interchange Improvements	San Joaquin	Central Valley	\$ 5,568	\$ 14,432	\$ 20,000	\$ 55,200	Medium
	14 SR 47 Interchange Improvements	Highway Improvements/Interchange Improvements	Monterey	Central Coast	\$ 13,383	\$ -	\$ 13,383	\$ 60,355	Medium
	37 I-5 Improvements Shasta	Highway Improvements/General Purpose & Auxiliary Lanes	Shasta	Other	\$ 664	\$ 1,209	\$ 1,873	\$ 80,235	Medium Low
	40 RI 7191 Interchange Connector	Highway Improvements/Interchange Improvements	Riverside	Los Angeles/Inland Empire	\$ 34,865	\$ 23,243	\$ 58,108	\$ 148,208	Medium Low
	25 Stockton Diamond Grade Separation	Rail Improvements/Grade Separation & Increased Capacity	San Joaquin	Central Valley	\$ 60,000	\$ 40,000	\$ 100,000	\$ 237,133	Medium Low
	9 La Media Road Additional Lanes	Border Improvement	San Diego	San Diego/Border	\$ 22,700	\$ -	\$ 22,700	\$ 42,700	Medium Low
					\$ 892,931	\$ 466,336	\$ 1,359,267	\$ 4,798,381	

*Staff are recommending the amount requested for all projects except the Port of Stockton. For the Port of Stockton, staff is only recommending pre-construction funding. The construction funding is included on the "Not Recommended" list.

A project fact sheet is linked to each project recommended for funding.

17,689 TCIF Savings
\$ 835,200 \$ 495,527 \$ 1,348,416 Amount Available
\$ 892,931 \$ 466,336 \$ 1,359,267 Total Recommended
\$ (57,731) \$ 29,191 \$ (10,851) Remaining

	Project Title	Project Type	County	Region	Regional	State	Total Request	Total Project Cost	Score
Not Currently Recommended (19 projects*)	43 I-710 Traffic Management Systems	Highway Improvements	Los Angeles	Los Angeles/Inland Empire	\$ 16,700	\$ 11,100	\$ 27,800	\$ 40,000	Low
	36 SR 99 Improvements Tulare	Highway Improvements	Tulare	Central Valley	\$ 11,186	\$ 7,457	\$ 18,643	\$ 150,521	Low
	44 SR 58 Truck Climbing Lanes	Highway Improvements	Kern	Central Valley	\$ -	\$ 5,739	\$ 5,739	\$ 179,469	Low
	45 I-5 Managed Lanes	Highway Improvements	Orange	Los Angeles/Inland Empire	\$ -	\$ 5,000	\$ 5,000	\$ 15,000	Low
	15 SR 66/Ave 50 New Interchange	Highway Improvements	Riverside	Los Angeles/Inland Empire	\$ 53,763	\$ -	\$ 53,763	\$ 105,989	Low
	5 US 101 Pismo Managed Lane & Truck Lane Extension	Highway Improvements	San Luis Obispo	Central Coast	\$ 5,568	\$ -	\$ 5,568	\$ 88,915	Low
	3 Avater Merced Phase 1B Expressway & Overcrossing	Highway Improvements	Merced	Central Valley	\$ 12,000	\$ -	\$ 12,000	\$ 99,430	Low
	21 I-215 Roundabout Interchange with Auxiliary Lanes	Highway Improvements	Riverside	Los Angeles/Inland Empire	\$ 10,000	\$ -	\$ 10,000	\$ 47,000	Low
	19 SR 60 Potrero Interchange Ramps and Realignment	Highway Improvements	Riverside	Los Angeles/Inland Empire	\$ 33,500	\$ -	\$ 33,500	\$ 61,530	Low
	16 Third Street Grade Separation	Highway Improvements	Riverside	Los Angeles/Inland Empire	\$ 16,100	\$ -	\$ 16,100	\$ 55,500	Low
	10 Washington Blvd Underpass Replacement	Highway Improvements	Placer	Central Valley	\$ 39,121	\$ -	\$ 39,121	\$ 30,573	Low
	27 LA County Freight Rail Efficiency Project at Malabar	Rail Improvements	Los Angeles	Los Angeles/Inland Empire	\$ 26,080	\$ 26,080	\$ 52,160	\$ 84,738	Low
	29 Alameda Grade Crossing Improvements	Rail Improvements	Alameda	Bay Area	\$ 15,600	\$ 10,400	\$ 26,000	\$ 37,555	Low
	11 Grant Line Reconstruction Structure & Intersection	Highway Improvements	Sacramento	Central Valley	\$ 4,650	\$ -	\$ 4,650	\$ 8,909	Low
	47 SR 29 Expressway	Highway Improvements	Lake	Other	\$ 33,375	\$ 33,375	\$ 33,375	\$ 132,580	Low
	4 US 101 4D/E HOV Lane & Road Rehabilitation	Highway Improvements	San Joaquin	Central Coast	\$ 5,560	\$ -	\$ 5,560	\$ 320,315	High
	6 Grant Line Road Realignment	Highway Improvements	San Joaquin	Central Valley	\$ 14,577	\$ -	\$ 14,577	\$ 38,655	Low
	20 Port of Hueneume Automobile Transfer Facility	Port Improvements	Ventura	Los Angeles/Inland Empire	\$ 46,708	\$ 46,708	\$ 93,416	\$ 66,726	Low
	7 Port of Stockton Rail Improvements	Rail Improvements	San Joaquin	Central Valley	\$ 26,862	\$ -	\$ 26,862	\$ 46,007	Medium High
					\$ 330,705	\$ 99,151	\$ 429,856	\$ 1,569,422	\$ -

* The Port of Stockton is listed twice, once on the "Recommended" project list for pre-construction funds, and once on the "Not Recommended" project list for construction funds.

	Project Title	Project Type	County	Region	Regional	State	Total Request	Total Project Cost	Score
Funded by Other SB 1 Programs (1 project)	1 SR 4 Wagon Trail	Highway Improvements	Calaveras	Other	\$ 5,284	\$ -	\$ 5,284	\$ 30,861	Low

**2020 Trade Corridor Enhancement Program
Staff Recommendations
(1,000s)**

	Project Title														
	20-21	21-22	22-23	R/W	Const	PS&E	R/W Sup	Con Sup							
Recommended Funding by Fiscal Year and Phase (28 Projects)	57/60 Interchange & Other Improvements														
			\$ 217,900		\$ 217,900										
	I-605/SR91 & Cherry Ave Improvements														
		\$ 24,002	\$ 69,670	\$ 48,332		\$ 118,002									
	I-80 Cordelia CVEF														
	Solano I-80 Managed Lanes														
		\$ 123,400			\$ 101,600	\$ 24,002		\$ 21,800							
	Fourth Track Rail Expansion in POLB (Federalize)														
		\$ 8,000			\$ 8,000										
	McKinley Street Grade Separation														
		\$ 10,300			\$ 10,300										
	SR 55 Improvements														
		\$ 115,000				\$ 115,000									
	I10 Truck Climbing Lane														
			\$ 24,074			\$ 24,074									
	Callexico East POE Bridge Widening														
		\$ 7,481			\$ 4	\$ 6,540	\$ 937								
	Fenix Terminal Rail Expansion in POLA (Federalize)														
				\$ 19,194		\$ 19,194									
	LOSSAN-SD Intermodal Improvement Program														
		\$ 32,095	\$ 41,130	\$ 33,180		\$ 105,838	\$ 567								
	Olay Mesa East Construct POE														
		\$ 42,520			\$ 32,810	\$ 5,900	\$ 3,810								
	SR 46 Widening Seg 4c Kern														
				\$ 10,000		\$ 10,000									
	Port of Stockton Rail Improvements (Federalize)														
		\$ 4,433	\$ 910		\$ 910	\$ 4,433									
	I-5 Merge Lanes, ITS Infrastructure, I80 Lane & Elkhorn														
	\$ 2,100	\$ 27,300	\$ 33,600	\$ 50	\$ 55,282	\$ 1,900	\$ 150	\$ 5,618							
I-15 Lanes San Bernardino															
			\$ 118,739		\$ 118,739										
I-580 Interchange Improvements															
		\$ 24,884			\$ 24,884										
SR 46 Widening San Luis Obispo															
	\$ 7,300			\$ 5,900		\$ 1,400									
North County Corridor Phase 1 Expressway															
			\$ 20,000		\$ 17,700			\$ 2,300							
I-680/SR4 Interchange Improvements															
	\$ 18,000				\$ 18,000										
SR 99 Improvements Madera															
		\$ 4,659		\$ 3,389		\$ 1,270									
US 101/SR 25 Interchange Improvements															
		\$ 55,000			\$ 55,000										
SR 156 Castroville Blvd Interchange															
		\$ 20,000			\$ 14,500			\$ 5,500							
SR 47 Interchange Improvements															
		\$ 13,383			\$ 13,383										
I-5 Improvements Shasta															
			\$ 1,873	\$ 111	\$ 1,735	\$ 27									
Rt 71/91 Interchange Connector															
		\$ 58,108			\$ 58,108										
Stockton Diamond Grade Separation															
			\$ 100,000		\$ 100,000										
La Media Road Additional Lanes															
	\$ 263,231	\$ 493,218	\$ 602,818	\$ 43,174	\$ 1,216,744	\$ 57,474	\$ 6,657	\$ 35,218							