DSMP

District System Management Plan

District 06
June 2014

Disclaimer: The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this District System Management Plan (DSMP) is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, the District 06 System Planning Division makes every effort to ensure the accuracy and timeliness of the information contained in the DSMP. The information in the DSMP does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures.

California Department Of Transportation

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

Cover photo: State Route 99 from the Avenue 7 overcrossing, Madera County

I approve this District System Management Plan as the overall Policy Statement and Strategic Plan that will guide decisions and investments for the transportation system within District 06.

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Date

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Caltrans

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ABOUT THE DISTRICT SYSTEM MANAGEMENT PLAN

System Planning is the long-range transportation planning process for the California Department of Transportation (Caltrans). The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System (SHS) (Gov. Code §65086) by evaluating conditions and proposing enhancements to the SHS. Through System Planning, Caltrans focuses on developing an integrated multimodal transportation system that meets Caltrans' goals of safety, mobility, delivery, stewardship, and service.

The System Planning process is primarily composed of four parts: the District System Management Plan (DSMP), the Transportation Concept Report (TCR), the Corridor System Management Plan (CSMP), and the DSMP Project List. The district-wide **DSMP** is a strategic policy and planning document that focuses on maintaining, operating, managing, and developing the transportation system. The **TCR** is a planning document that identifies the existing and future route conditions as well as future needs for each route on the SHS. The **CSMP** is a complex, multi-jurisdictional planning document that identifies future needs within corridors experiencing or expected to experience high levels of congestion. The CSMP serves as a TCR for segments covered by the CSMP. The **DSMP Project List** is an appendix to the DSMP and provides a list of planned and partially programmed transportation projects used to recommend projects for funding. These System Planning products are also intended as resources for stakeholders, the public, and partner, regional, and local agencies.

DSMP Purpose

California's State Highway System needs long range planning documents to guide the logical development of transportation systems as required by CA Gov. Code §65086 and as necessitated by the public, stakeholders, and system users. The purpose of the DSMP is to develop the District's vision of how the transportation system will be maintained, managed, and developed over the next 20 years and beyond. It provides a vehicle for the development of multimodal, multijurisdictional system strategies. The DSMP is developed with the goals of increasing safety, improving mobility, providing excellent stewardship, and meeting community and environmental needs throughout the District.

STAKEHOLDER COORDINATION

In preparing this document, District 06 established internal and external advisory committees. The committees each had technical expertise in different aspects of the transportation system. The committee members offered their individual suggestions for issues and topics to be addressed in the DSMP. Consistent and inclusive communication between partners is the foundation for the exchange of knowledge, sharing of ideas and problem solving. External partners provide valuable information about community values, the needs of local facility users, aesthetic preferences and safety concerns in the community.

Collaborating with external partners early in the planning process helps Caltrans optimize transportation system benefits and minimize duplication of effort. Early collaboration promotes a balance between community values and transportation goals which makes for an easier transition to change. Caltrans is committed to providing our partners the opportunity to participate in the project planning processes that affect the communities in which they live and work.

Within District 06, there are five Metropolitan Planning Organizations (MPOs):

- Fresno Council of Governments (FCOG);
- Kern Council of Governments (KCOG);
- Kings County Association of Governments (KCAG);
- Madera County Transportation Commission (MCTC); and
- Tulare County Association of Governments (TCAG).

In addition to the five MPOs, key transportation agency partners include Yosemite National Park, Sequoia National Park, the US Forest Service, Lemoore Naval Air Station (LNAS), California Highway Patrol, county sheriffs, city and county planning and public works departments, local transit providers, local Tribal governments and representatives, non-profit organizations, political representatives, bicycle and pedestrian advocacy groups, and other stakeholder organizations.

Caltrans is currently engaged in practices that support our strategy to improve partnerships and collaboration efforts with external partners through a variety of methods including:

- Participation on Regional Transportation Planning Agencies' Technical Advisory Committees (TACs) and Boards, and collaboration with local governments, Tribes, tribal representatives, and community groups;
- Offering public forums during project planning and feasibility studies;
- Keeping the District 06 website updated with current information;
- Maintaining open lines of communication with partners; and
- Ensuring consistency and conformity with the Regional Transportation Plans (RTPs) and local agency plans by reviewing plans in the early planning process and project development.

District 06 System Planning has identified communication, partnerships, and collaboration among internal partners as a priority. As multiple functional units within Caltrans initiate potential projects, communication is key to managing the magnitude of work that flows into project planning.

Internal collaboration efforts can assist Caltrans in:

- Prioritizing planning efforts;
- Preventing conflict and miscommunication between Caltrans District 06 functional units;
- Decreasing duplication of planning efforts; and
- Improving efficiency and timeliness of project planning, development and delivery.

District 06 Planning has found that the most efficient means of distributing information and receiving feedback from our local stakeholders and other Caltrans units is via e-mail. However, some of our stakeholders do not have access to e-mail, or have e-mail carriers that will not support the delivery of large documents, so hard copies are sent, via US Mail, to these individuals. Information regarding our planning activities is provided to the MPOs for inclusion in their Overall Work Programs (OWP). District 06 Planners also attend both Board and advisory committees of the local MPOs. During these meetings, District 06 provides the "Caltrans Update," included as part of the MPOs' noticed public hearing, on any planning activities undertaken by the District.

EXECUTIVE SUMMARY

DISTRICT PROFILE

District 06 is headquartered in Fresno, California. This geographically diverse district is the second largest of the 12 Districts statewide, stretching from the southernmost part of Yosemite National Park in the north to the Mojave Desert. It includes Madera, Fresno, Tulare, Kings and Kern counties. Interstate 5 (I-5) and State Route (SR) 99 run the length of District 06, serving as the main north-south arteries for not just the Central Valley, but for the entire state as well.

The District is predominately rural and agricultural, with urbanization focused along the SR (SR) 99 corridor. The District includes two of the nine largest cities in California – Fresno and Bakersfield[1]. District 06 has a population of 2,516,107, a land area of 22,457 square miles, and a density of 112 people per square mile.

DISTRICT GOALS, POLICIES, STRATEGIES, AND PROJECT LIST

The DSMP serves as the 20 year vision document for District 06 in carrying out its responsibilities as owner/operator of the State transportation system. It is a strategic planning document describing how the state corridors will be managed and developed through the year 2035. While the DSMP is essentially an internal Department document, it has been developed to weave in local and regional policies as well.

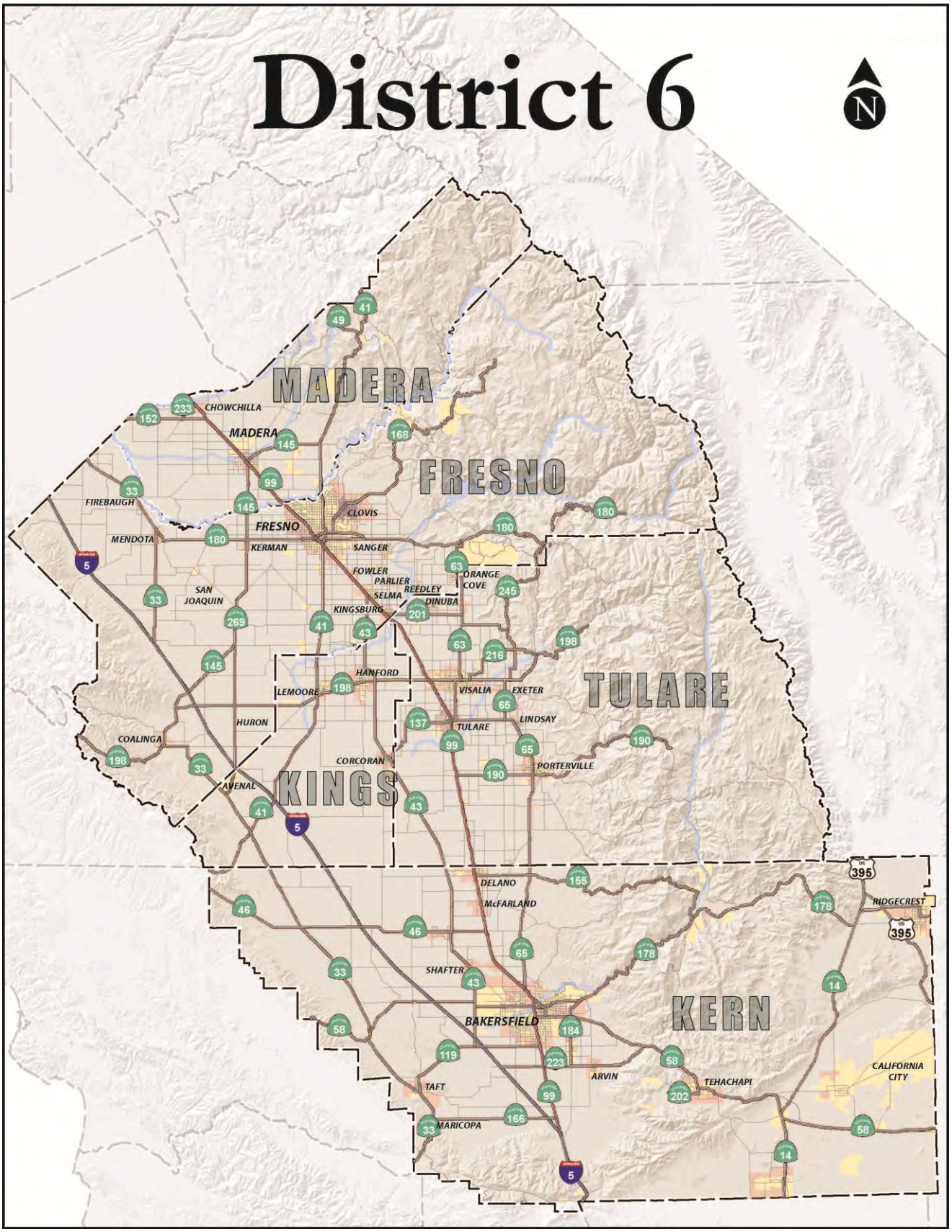
The core of the DSMP is found in the DSMP Management Plan which describes six key goals, their supporting policies and strategies.

Goal 1.....Improve Mobility and Accessibility
Goal 2.....Preserve the Transportation System
Goal 3.....Support the Economy
Goal 4.....Enhance Public Safety and Security
Goal 5.....Reflect Community Values
Goal 6.....Enhance the Environment

The Management Plan was developed by incorporating the goals of the California Transportation Plan and Regional Transportation Plans from the local MPOs. Supporting policies and strategies were derived from these goals, combined with Department policy documents.

Other chapters develop a picture of the current system, identify transportation trends and issues, describe the district and its environs, and summarize funding available to improve the system. The DSMP compiles useful summaries of transportation data, graphically depicted, that will be transferable for internal and external use.

DISTRICT MAP



District Overview

Caltrans District 06 is headquartered in Fresno. This geographically diverse district is the second largest of the 12 Caltrans Districts. The District has the largest portion of road miles to maintain in the state highway system.

I-5 and SR 99 run the length of District 06, serving as the main north-south arteries for not just the Central Valley, but for the entire state as well. These two routes carry a significant amount of truck traffic that is vital to the agricultural base of the region. The Central Valley's agriculture consists of more than 250 different crops, including grapes, cantaloupes, tomatoes, cotton, lettuce, and citrus fruits.

District 06 includes the Counties of Madera, Fresno, Tulare, Kings, and Kern. The 2010 Census[2] reported the following total populations for these counties:

- Fresno = 930,450;
- Kern = 839,631;
- Kings = 152,982;
- Madera = 150,865; and
- Tulare = 442,179

Transportation System

This section discusses existing transportation systems in District 06 by mode, including issues and strategies for implementing or improving each transportation mode. Improvements that are either programmed, planned, or being considered, are listed for each mode.

State Highway System

Thirty-three State highways are wholly or partially located within District 06, with a combined length of 2,055 centerline miles and 5,810 lane-miles of highway. Please see the map on Page 4 for the location of these State highways.

In addition to the 33 constructed highways, there are three unconstructed highways within the District.

SR 276 in Tulare County consists of a planned highway originally considered by the Legislature as a possible toll road to a proposed recreation complex planned by Disney Corporation in the Mineral King area near Sequoia National Park. This route went all the way to Mineral King, but a 13-mile portion of the highway was later rescinded. Much of that segment is now within Sequoia National Park. Please see the map, Page 6.

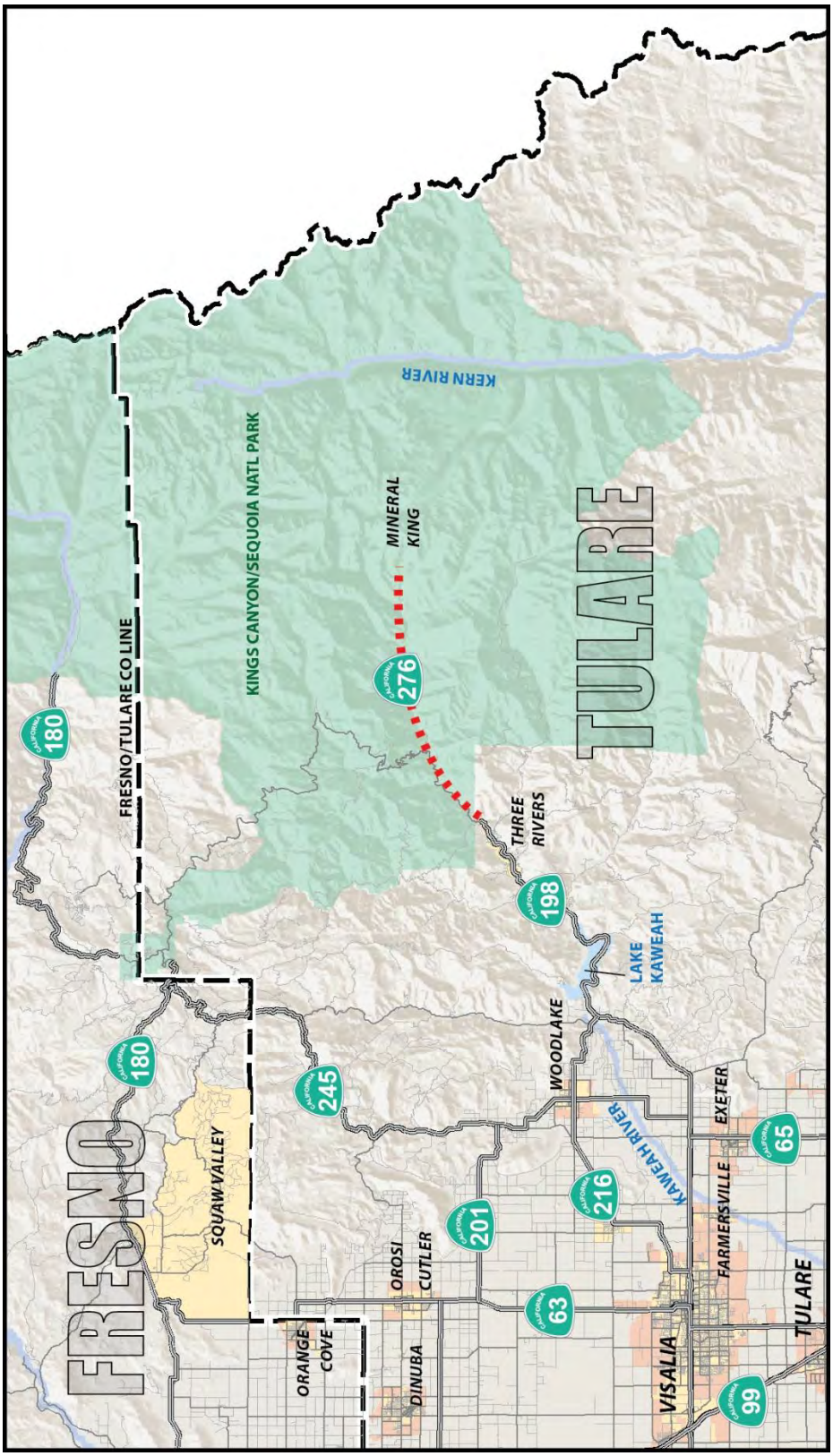
SR 65 includes a 54-mile portion within District 06 that is unconstructed. The conceptual plan line for the portion within District 06 would extend SR 65 from Exeter in Tulare County to SR 152 in Madera County. It would pass near the towns of Sanger, Orange Cove, Clovis, and Friant. This unconstructed portion has not yet been adopted. The highway would continue north as a two-lane route or a four-lane expressway, with the possibility of becoming a foothill freeway in the future. The proposed future highway would stretch existing SR 65, which runs from Bakersfield to Exeter, far to the north across five Sierra rivers and five state highways. The long-range goal is to close a 220-mile gap from Exeter to Rocklin, along Interstate 80 (I-80), northeast of Sacramento. Please see the map Page 7.

A portion of SR 180 is unconstructed. An unconstructed northerly realignment adopted on May 7, 2013 by the California Transportation Commission (CTC) would extend SR 180 westward for 24 miles between the existing West Panoche Road/SR 180 intersection in Mendota to I-5. A second proposal to extend SR 180 from I-5 westward to SR 25 in San Benito County has not yet been adopted by the CTC. Until such time as it is adopted, the length of this unconstructed portion is unknown. Please see the map Page 8.

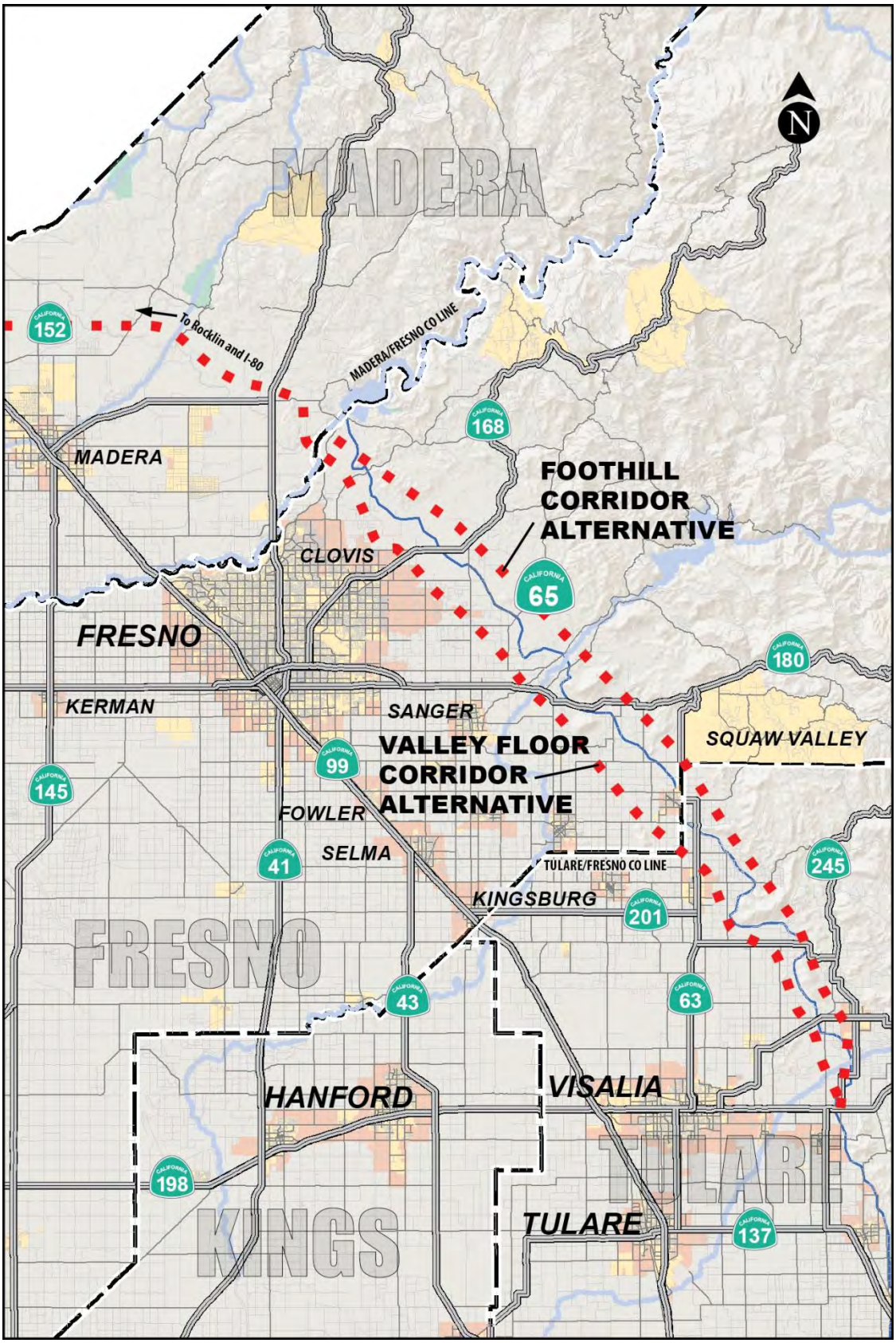
Highways, streets, and roads are functionally classified, based on federal functional classification guidelines. The "functional classification" establishes categories for public streets and highways according to the character of service they are intended to provide. Generally, highways fall into one of four broad categories-- *principal arterial, minor arterials, major collector roads, minor collector roads, and local roads.*

Arterials provide longer through travel between major trip generators (larger cities, recreational areas, etc.), while **collector** roads collect traffic from the local roads and also connect smaller cities and towns with each other and to the arterials. **Local** roads provide access to private property or low volume public facilities.

Proposed Alignment SR 276



Proposed Alignment SR 65



Proposed Alignment SR 180

Principal arterials are the most important routes in the District, generally carrying higher traffic volumes for longer distances, including more interregional traffic. **Minor arterials** serve a function similar to the principal arterials, but generally carry lower traffic volumes. **Major and minor collectors** support the arterial system, while local roads feed higher function routes. A map of the functional classification of routes in District 06 is on Page 10.

National Highway System

In addition to functional classification, highways can further be identified as part of the National Highway System (NHS). The NHS is a network of strategic highways within the United States, including the Interstate Highway System and other roads serving major airports, ports, rail or truck terminals, railway stations, pipeline terminals, and other strategic transport facilities. The NHS includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The NHS was developed by the Department of Transportation (DOT) in cooperation with the states, local officials, and MPOs. A map of the District 06 routes included as part of the NHS is on Page 11.

Interregional Road System

Highways can also be identified as being part of the Interregional Road System (IRRS). The IRRS is defined as a series of interregional state highway routes, outside the urbanized areas, that provide access to, and links between, the State's economic centers, major recreation areas, and urban and rural regions. The IRRS was conceived as part of the larger effort to address the critical transportation system funding and development needs of the State. The IRRS can further be divided into High Emphasis Routes and Focus Routes.

High Emphasis Routes are characterized as the most critical IRRS routes and are a priority for the State in programming and as candidates to upgrade to freeway/expressway standards. Some Interstate routes are included as High Emphasis to highlight their critical importance to interregional travel and the state as a whole, but they are not a priority for programming.

Focus Routes are a subset of the High Emphasis Routes and represent the ten IRRS corridors that should be the highest priority to upgrade to freeway and expressway standards in a 20-year period. When completed, the Focus Routes will connect all urban areas (including high-growth urbanizing areas), geographic goods movement gateways, and link rural and small urban areas to this trunk system.

In District 06, the following are part of the NHS: I-5, SR 14, SR 41, SR 46; portions of SR 58, SR 65, SR 99, SR 152, SR 180, SR 198, and US 395. Of these, only SR 65 and SR 180 are not part of the IRRS. All of the routes in the IRRS in District 06 are classified as High Emphasis/Focus Routes, with the exception of I-5 which is a High Emphasis Route, but not a Focus Route. A map of the High Emphasis/Focus Routes in District 06 is on Page 12.

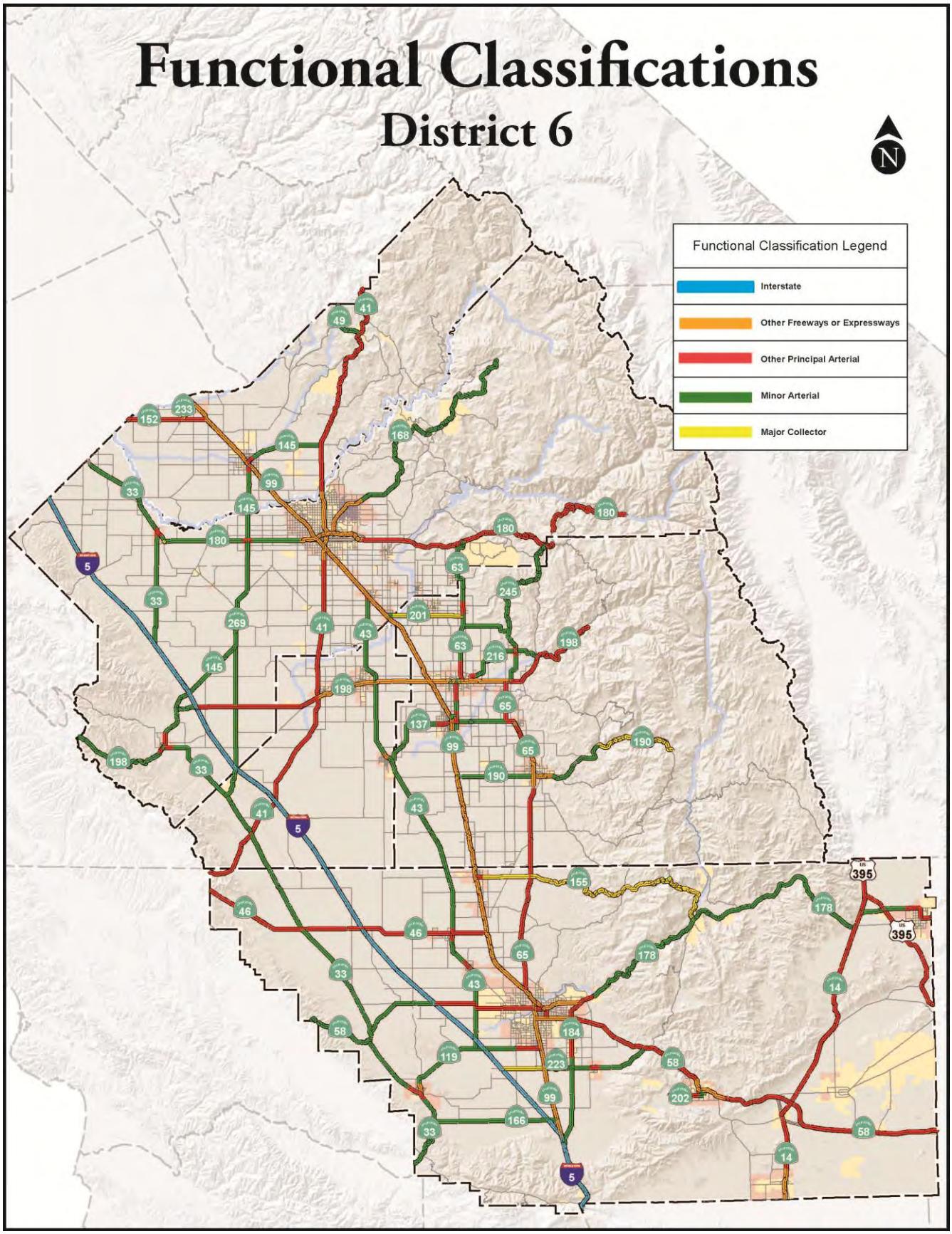
Safety Roadside Rest Areas[3]

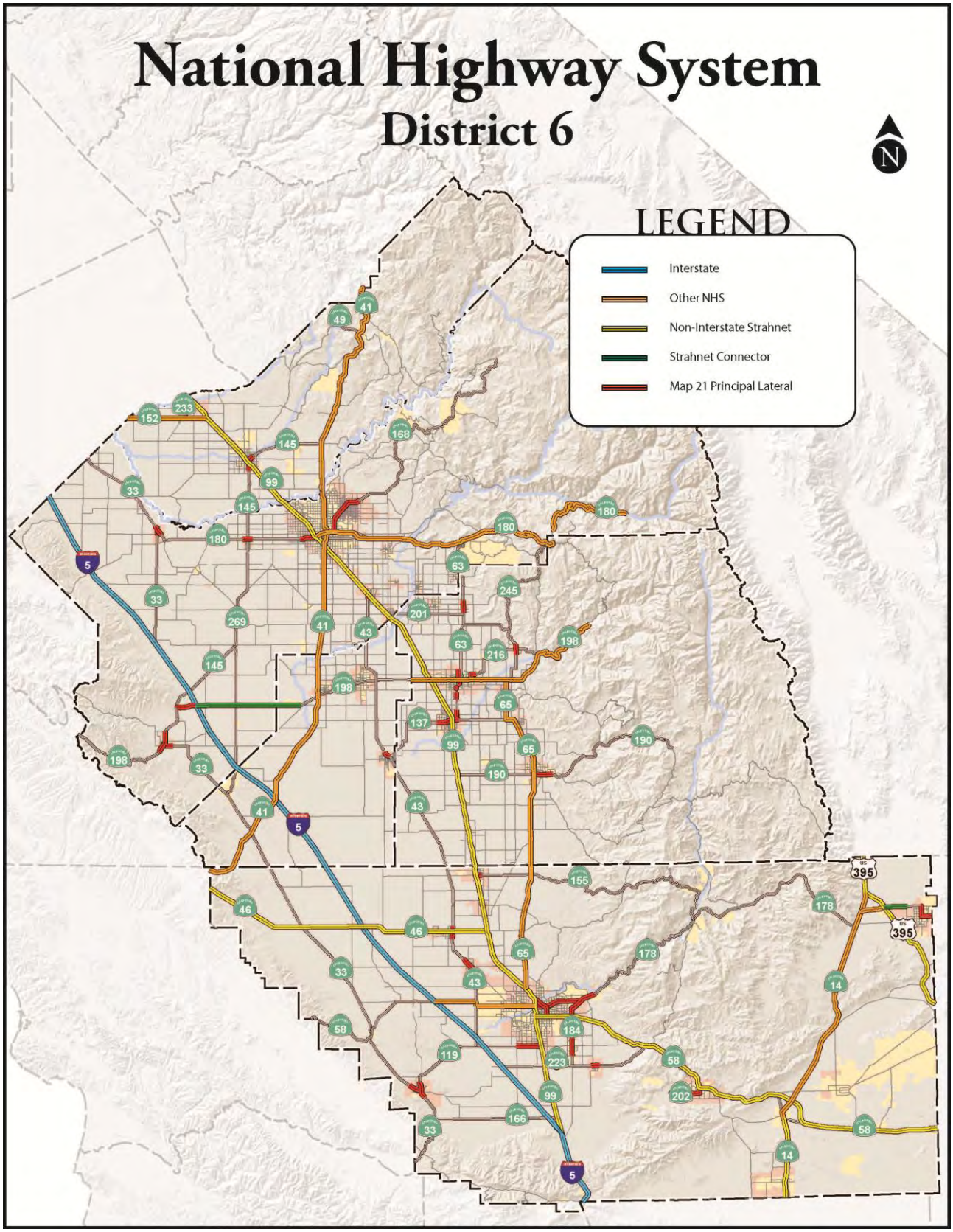
Caltrans provides Safety Roadside Rest Areas as a part of the State Highway System. Rest areas are an important part of Caltrans' efforts to ensure traveler safety. They provide clean, safe and comfortable places for travelers to safely stop, stretch, take a nap, use the restroom, get water, check maps, place telephone calls, switch drivers, check vehicles and loads, and exercise pets. Rest areas reduce drowsy and distracted driving and provide a safe and convenient alternative to unsafe parking along the roadside.

Rest areas also provide telephones, maps and public information. Information generally includes roadway conditions, tourist and recreational opportunities, traveler-related commercial services, public service bulletins, missing children information and information about the local history, culture, and regional environment.

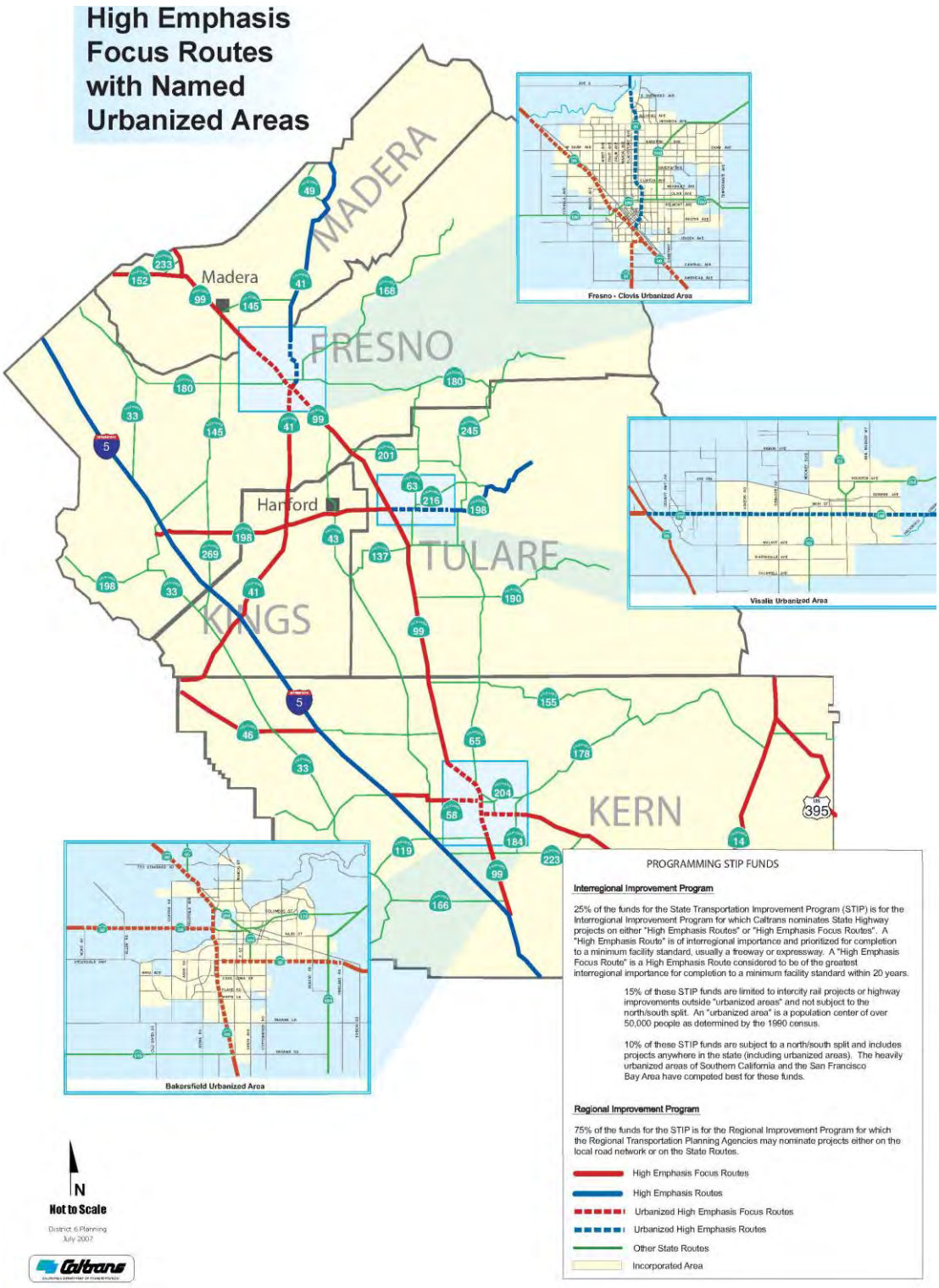
Rest areas are maintained and operated by the Department's local districts with guidance from the Division of Maintenance. Rest area planning, design and operation involve many stakeholders and partners.

Please see the map on Page 13 for the location of Safety Roadside Rest Areas in District 06.

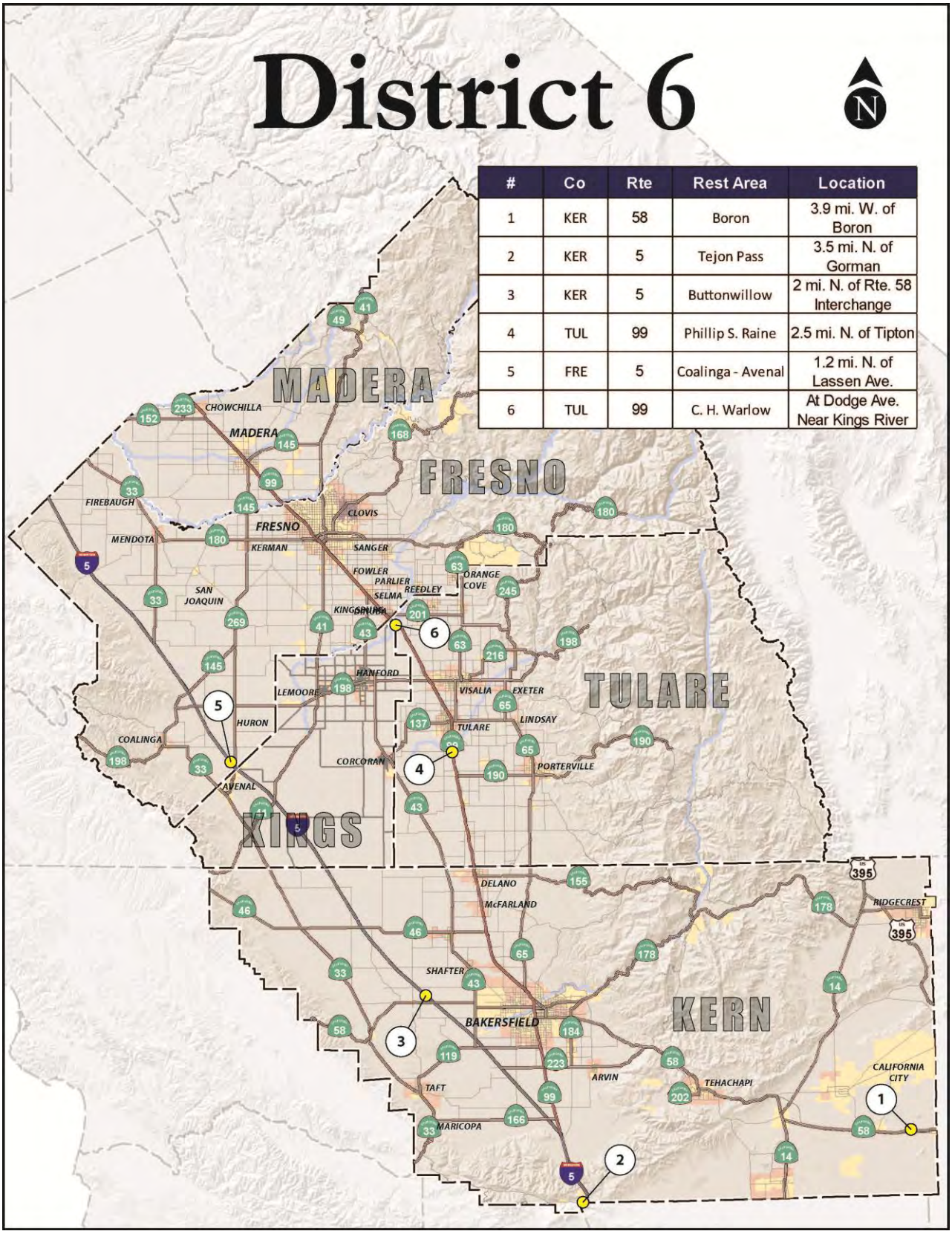

Functional Classifications
District 6
N
Functional Classification Legend
Interstate
Other Freeways or Expressways
Other Principal Arterial
Minor Arterial
Major Collector


National Highway System
District 6
N
LEGEND
Interstate
Other NHS
Non-Interstate Strahnet
Strahnet Connector
Map 21 Principal Lateral

High Emphasis, Focus Routes



SAFETY ROADSIDE REST AREAS IN DISTRICT 06



#	Co	Rte	Rest Area	Location
1	KER	58	Boron	3.9 mi. W. of Boron
2	KER	5	Tejon Pass	3.5 mi. N. of Gorman
3	KER	5	Buttonwillow	2 mi. N. of Rte. 58 Interchange
4	TUL	99	Phillip S. Raine	2.5 mi. N. of Tipton
5	FRE	5	Coalinga - Avenal	1.2 mi. N. of Lassen Ave.
6	TUL	99	C. H. Warlow	At Dodge Ave. Near Kings River

FREIGHT

Improving the movement of goods in California is a high priority. The State's economy and quality of life depend upon the efficient, safe delivery of goods to and from our ports and borders. Caltrans has the responsibility for developing, maintaining, and operating a multi-modal transportation network. It is important to ensure a dependable level of service for movement into and through major gateways and to ensure connectivity to key intermodal transfer facilities, seaports, air cargo terminals, and freight distribution centers. Improving goods movement infrastructure is also pivotal to relieve congestion on freeways and increase mobility for everyone in California. This network must function at a high-level with respect to goods movement, interregional, interstate, and cross-border travel.

a) Freight Rail

Trucking is the most commonly used mode for transporting freight in the San Joaquin Valley (SJV), providing flexibility, timely delivery, and efficiency, with only approximately 25 percent of shippers currently using rail[4]. Rail is limited by travel speed and by fixed routes that offer fewer choices. Rail, however, can provide an economical means of transporting bulk goods. While trains demand heavy fuel consumption, they can be less expensive than trucking for long-haul loads[5]. Shipping freight by rail is more energy-efficient than by truck, making preservation and expansion of rail freight facilities vital for both the preservation of natural resources and the development of a sustainable economy.

Regional goods movement is characterized by shipments to and from the 8-county Central Valley region to out-of-state destinations. There is currently no intra-state rail travel from the SJV[6]. Goods traveling between the valley and southern California or the Bay Area are shipped almost entirely by truck as the national rail companies are unwilling to ship cargo less than 700 miles[7]. This is especially true of containerized freight. SJV food processors continue to show interest in rail as a preferred shipping mode for bulk products. Rail can also provide specialized transport with a variety of rail cars such as flatbeds, refrigerated boxcars, fuel tankers, and piggyback cars, allowing the transport of a large variety of goods.

Two major rail companies, Union Pacific (UP) and Burlington Northern Santa Fe (BNSF), serve the Central SJV. According to the *San Joaquin Valley Regional Goods Movement Study*[8] (which incorporated previous Goods Movement Studies by reference), March 2013, UP operates an average of 19 trains per day through the SJV carrying food products, general freight, grain, and lumber. UP has teamed up with CSX Transportation, a company providing rail, intermodal and rail-to-truck services for coast-to-coast intermodal transportation, linking customers to railroads via trucks and terminals. This provides perishable goods transport as well as refrigerated service from the SJV to New York and Boston.

The SJV Railroad (SJVR) is the largest of the regional shortline with about 417 miles of track in operation. The lines are primarily former Southern Pacific (SP) routes, including portions of the former West Valley Line. SJVR carries a diversified range of goods including citrus, recycled glass, fertilizer, paper products, lumber, and many other products.

SJVR connects with UP at Fresno, Goshen, and Bakersfield, and with BNSF at Fresno and Bakersfield. The connections to mainline carriers for shippers in outlying areas throughout the Valley benefits the region by reducing congestion, helping to reduce air pollution, and making safe, efficient use of transportation corridors.

It is expected that rail shipment volumes in the Valley will increase.

b) Rail Intermodal Facilities

Intermodal, or rail plus truck service, can be an efficient alternative to traditional truck transport. Intermodal terminals are starting and ending points for trains, and provide a central point for distribution of goods between various transportation modes, offering the ability to move freight seamlessly between modes of transport. These facilities have the potential to reduce highway congestion, improve safety by reducing truck movements, reduce roadway deterioration, energy consumption, and emissions, and to provide greater flexibility for shippers to both export and receive goods. However, for these benefits to be realized, it is

essential that such facilities be located near highways, freeways, and local roads that can accommodate ease of access.

The railroads have consolidated their intermodal service networks into fewer, larger hubs, in part to provide sufficient volume at one location to justify lift machines. The UP Railroad has intermodal facilities in both Fresno and Lathrop. BNSF has Intermodal facilities in Bakersfield, Fresno, Modesto, and Stockton. These facilities are located near major highways, and in some cases, ports, to provide interconnectivity to other modes of transportation.

Greater coordination and integration of the various freight transportation modes is becoming increasingly important. Limited resources and intense pressure on existing transportation systems have brought broad-based support for intermodal transportation systems. Within District 06, public/private cooperation between modes to increase goods movement efficiency while maintaining a reasonable highway level of service is being promoted by our local partners.

c) Air Freight Service

Air freight service provides fast shipment of small items of high value over long distances. Typically, this is at a high cost. Air freight represents a specialized transportation mode, with its major advantages being dependability and a very short in-transit time. Air carriers depend heavily on truck transportation for the delivery of the goods they transport.

The air cargo system in the SJV is comprised of seven airports – all of which offer limited commercial passenger airline and air cargo service. They are: Fresno-Yosemite International Airport (FYI) in Fresno County; Inyokern Airport in Kern County; Meadows Field in Kern County; Merced Regional Airport in Merced County; Modesto Municipal Airport in Stanislaus County; Stockton Metropolitan Airport in San Joaquin County, and; Visalia Municipal Airport in Tulare County. Limited air freight service is also available at the Hanford Municipal Airport.

The largest airport within District 06 is FYI, located in the City of Fresno. FYI features an air cargo park, located on approximately 87 acres on the north side of the airport. The park includes two aircraft ramps and over 500,000 square feet of air cargo building space to accommodate the needs of air freight companies and to capitalize on Fresno's mid-state location. The park was built to consolidate air cargo in that strategic location and provide room to expand, as cargo needs demand. It is feasible that, with the current facilities and an opportunity to expand, air freight carriers will consider FYI a favorable alternative location as the Los Angeles basin continues to grow.

d) Inland Port

Foreign Trade Zone and/or Enterprise Zone designations provide "Inland Ports" serving as cargo facilitation centers, where a number of import, export, manufacturing, packing, warehousing, forwarding, customs, and other activities could take place in close proximity or at the same site. Such a facility could function as an inland sorting and depository center for ocean containers transported to the inland port via truck or rail.

The City of Shafter in Kern County has an inland port status facility at its International Trade and Transportation Center. The facility has a container hub allowing distributors to drop empty trailers at the site for pick up by other drivers, thus eliminating a large number of one-way truck trips over the Grapevine and through the Los Angeles basin. The inland port has the potential to benefit regional air quality, in addition to creating jobs.

The Port of Stockton has expanded its Foreign Trade Zone designation to include the nearly 475-acre Opus Logistics Center in East Stockton. This is the eighth such site approved for Stockton. The new facility is strategically located next to the BNSF railroads intermodal facility, and presents a number of benefits to shippers, including direct transfer from ship to rail. While this facility is north of District 06, this type of facility has the potential to reduce some truck trips through the Central SJV, benefiting congestion on highways in District 06.

e) Trucking

Trucking is the most commonly used mode for transporting freight in the SJV, providing flexibility, timely delivery, and efficiency[9]. The transport of various types of commodity by truck connects the

SJV to the rest of the state, with shipments to and from southern California and the Bay Area constituting the greatest percentage of the total tonnage (18 and 14 percent of the total, respectively). The increase in freight movement by trucks on State highways is growing faster than can be accommodated by the existing capacity[10]. Truck traffic on SR 58 between SR 99 and Interstate 15 (I-15) makes up a relatively large percentage of total traffic, with truck percentages ranging between 30 percent and 40 percent, depending on the segment[11]. Truck traffic on SR 99 accounts for anywhere from 10 percent at Ming Avenue in central Bakersfield to nearly 30 percent in north Bakersfield[12]. Trucks constitute up to 36 percent of the Average Annual Daily Traffic (AADT) in some sections of SR 198. The State average is only 9 percent[13].

Forecasted growth along these corridors is expected to increase dramatically over the next several decades. Alternatives to accommodate the anticipated growth, such as promoting the linkage of trucking facilities to rail and airports and the location of compatible land uses to such facilities, should be explored. Decision-making for such alternatives lies with our local partners, but Caltrans has an interest in the implementation of these alternatives.

The high volume of truck traffic within the Central Valley raises issues of highway maintenance, capacity, and safety. This has led Valley RTPAs to share a goal of finding ways to encourage a shift of some commodity movement to rail. While the truck volumes on County roads and regional streets will still be a major factor to be addressed, highway systems would be relieved. This would allow the use of existing capacity on that system, freeing up comparable capacity on State highways and lowering maintenance costs for the highway system. Caltrans and our local transportation partners will need to give special attention to interregional routes within the Central Valley to ensure that they remain in serviceable condition and that major reconstruction costs are minimized.

AVIATION

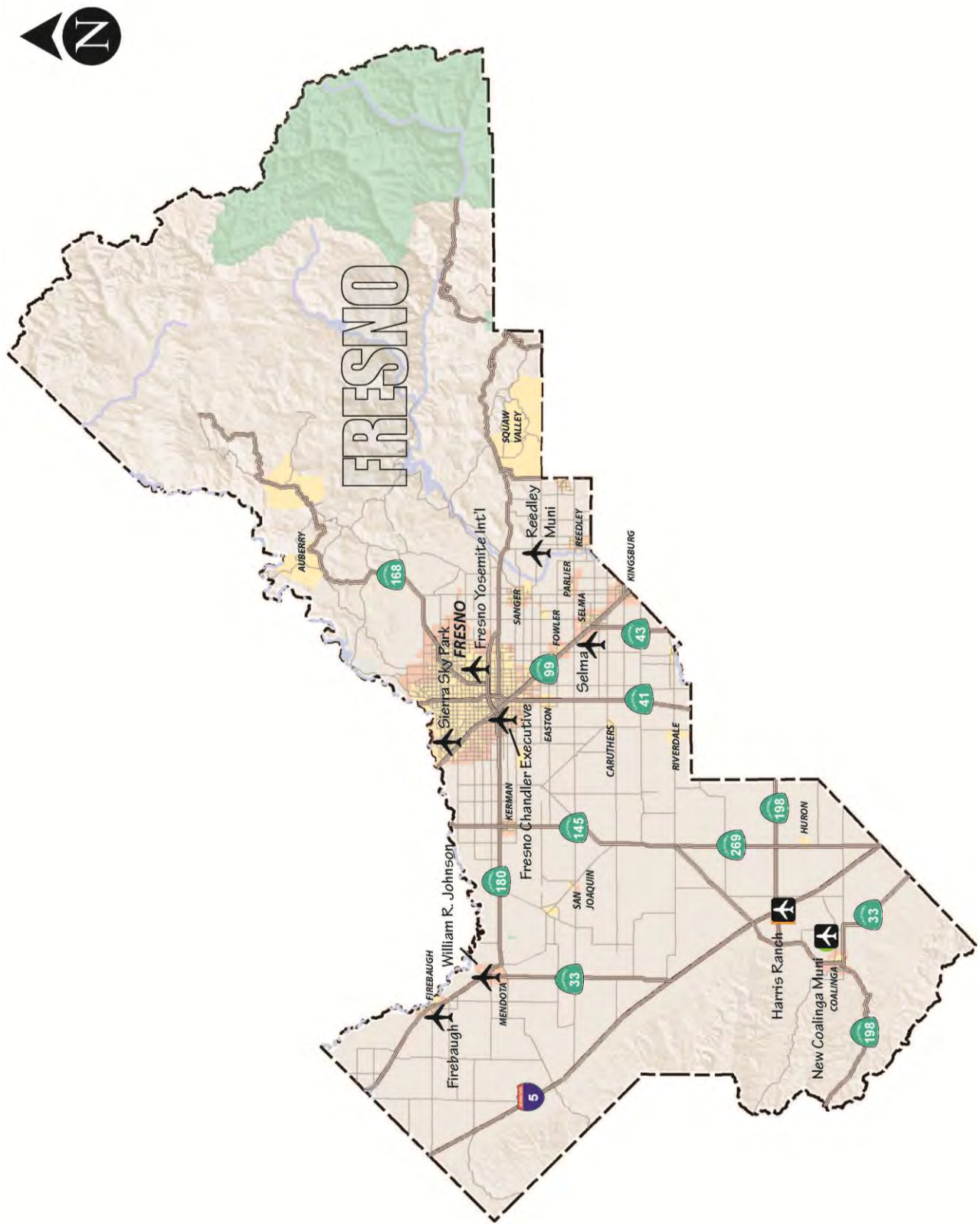
General aviation airports provide a variety of important services, not just in the communities within which they are located, but also to surrounding areas. Airports provide for recreational, business, and charter air travel. Some also serve police and sheriff helicopter patrols, air cargo flights, fire suppression (air tankers), air ambulance service, and flight and aircraft mechanical instruction. The report *"Aviation in California: Benefits to Our Economy and Way of Life[14]"* completed by Caltrans Division of Aeronautics in June 2003, provided a comprehensive evaluation of the economic benefits of aviation and airports to California communities and the overall State economy. The report noted that aviation's overall contribution to the California economy (including direct, indirect, and induced impacts) amounts to nearly 9 percent of both total State employment and total State output.

i) Fresno County[15]

There are eight public use/general aviation airports in the Fresno County region: Coalinga Municipal Airport, Firebaugh Airport, Chandler Executive Airport (classified a Regional General Aviation Airport in the California Aviation system Plan), Harris Ranch Airport (classified a Limited Use Airport in the California Aviation System Plan), Mendota Airport, Reedley Municipal Airport, Selma Aerodrome, and Sierra Sky Park. FYI is designated a Primary Commercial Service Hub Airport in the California Aviation System Plan and also accommodates general aviation.

Fresno County's general aviation airports provide a variety of important services to the communities within which they are located and to surrounding areas. Fresno County airports provide for recreational, business, agricultural services, and charter air travel; police and sheriff helicopter patrols at FYI; air cargo flights; fire suppression (air tankers), and flight and aircraft mechanical instruction.

A map of the airports in Fresno County is on Page 17.


FRESNO
AUBERRY
168
Sierra Sky Park
FRESNO
Fresno Yosemite Int'l
SQUAW VALLEY
Reedley Muni
REEDLEY
SANGER
PARLIER
KINGSBURG
FOWLER
SELMA
99
43
Selma
41
EASTON
CARUTHERS
RIVERDALE
Fresno Chandler Executive
KERMAN
145
269
198
HURON
180
SAN JOAQUIN
William R. Johnson
FIREBAUGH
MENDOTA
33
Harris Ranch
New Coalinga Muni
COALINGA
Firebaugh
5

Chandler Executive Airport: Chandler Executive Airport is a public use airport owned by the City of Fresno and is located in the City, approximately two miles west of the central business district. It is a general aviation airport. The United States Army Air Corps Southwest Air District took over the airport in early 1941 while nearby Hammer Army Airfield was being built. In June 1942 Hammer AAF opened and all military activity moved there.

Coalinga Municipal Airport: The Coalinga Municipal Airport is a public use airport owned by the City of Coalinga and is located three miles east of the central business district. It is a general aviation facility with two runways and a helipad. There are no commercial flights.

Firebaugh Airport: Firebaugh Airport is a public use airport owned by the City of Firebaugh and is located one mile west of the City. The airport has one runway and is mostly used for general aviation.

Fresno Yosemite-International Airport: The largest airport in Fresno County is FYI. It is located in the City of Fresno. FYI is designated as a Primary Commercial Service Hub Airport in the California Aviation System Plan. This airport is the major air transportation center in the SJV, drawing from many other locations. The FYI service area consists of six counties including Fresno, Kings, Madera, Mariposa, Merced and Tulare. The airport offers commercial passenger service as well as air cargo.

Harris Ranch Airport: Harris Ranch Airport is a privately owned airstrip near the City of Coalinga, next to Interstate 5. It is open to the public. There is one runway.

Reedley Municipal Airport: The Reedley Municipal Airport is a public use airport located four miles north of the City of Reedley. It is owned by the City of Reedley and has one paved runway.

Selma Aerodrome: The Selma Aerodrome is a privately owned, open to the public, airport with one runway located 2 miles northwest of the City of Selma.

Sierra Sky Park Airport: Sierra Sky Park is a privately owned, public use airport located in the City of Fresno, approximately seven miles northwest of the central business district. There is one runway. It was created in 1946 and is the first residential aviation community in the world.
Residents can land, taxi down extra-wide avenues, and pull up and park in the driveway at home.

William Robert Johnston Municipal Airport: The William Robert Johnston Municipal Airport, also known as the Mendota Airport, is a city-owned public use airport located in the City of Mendota. It is categorized as a general aviation facility. It was known as the **Mendota Airport** until 2008.

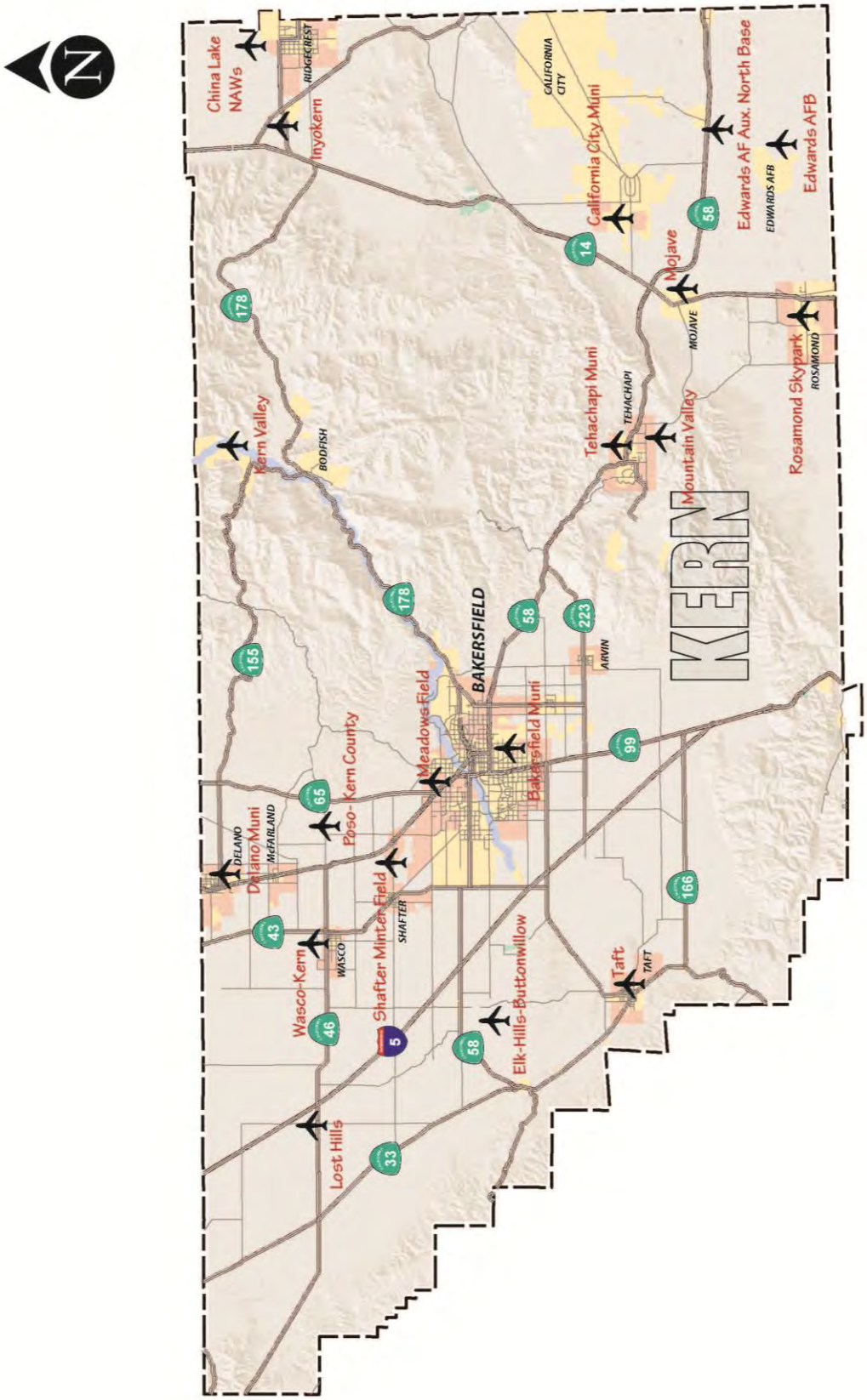
ii) Kern County[16]

Kern County's regional airport system includes a diverse range of aviation facilities. It is comprised of seven airports operated by the Kern County Department of Airports, four municipally owned airports, three airport districts, two privately owned public use airports, and two military facilities.

Scheduled air carrier and commuter airline service is provided at Meadows Field, which serves metropolitan Bakersfield and surrounding communities. Scheduled commuter services are also provided at Inyokern Airport, which serves communities in the Mojave Desert and the eastern Sierra. General aviation needs are served by public use airports, both publicly and privately owned, throughout the County. These serve the full range of business, agriculture, recreation, and personal aviation activities.

A map of the airports in Kern County is on Page 19.

Bakersfield Municipal Airport: The City of Bakersfield owns and operates the Bakersfield Municipal Airport on the east side of SR 204 (Union Avenue) within the City of Bakersfield. The airport is home to over 100 general aviation aircraft. It does not provide commercial airline service, but does have charter and executive services. There is one runway. During World War II the airfield was used by the United States Army Air Force Air Transport Command as a Sub-base of Hammer Field.


China Lake NAWs
RIDGECREST
Inyokern
CALIFORNIA CITY
California City Muni
Edwards AF Aux. North Base
EDWARDS AFB
Edwards AFB
Mojave
MOJAVE
Rosamond Skypark
ROSAMOND
Tehachapi Muni
TEHACHAPI
Mountain Valley
KERN
Kern Valley
BODFISH
BAKERSFIELD
Meadows Field
Bakersfield Muni
ARVIN
Poso-Kern County
DELANO
Delano Muni
McFARLAND
Wasco-Kern
WASCO
Shafter Minter Field
SHAFTER
Elk-Hills-Buttonwillow
Taft
TAFT
Lost Hills
178
155
65
43
46
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58
14
223
99
166

California City Municipal Airport: The California City Municipal Airport is used for general aviation activities, especially recreational aviation. It is located northwest of the City of California City. It is a public use facility owned and operated by the City.

China Lake Naval Air Weapons Station (NAWS) Field: NAWS China Lake is located in the Western Mojave Desert region of California, approximately 150 miles north of Los Angeles. The installation is the Navy's largest single landholding, representing 85 percent of the Navy's land for research, development, acquisition, testing, and evaluation of cutting-edge weapons systems for the warfighter. It also represents 38 percent of the Navy's land holdings worldwide. In total, its two ranges and main site cover more than 1.1 million acres, an area larger than the state of Rhode Island.

Delano Municipal Airport: Delano Municipal Airport is a public airport owned by the City of Delano. It is located two miles southeast of the central business district of the City of Delano. There is one runway and it is primarily used for general aviation.

Edwards Air Force Base, including Edwards Air Force Auxiliary North Base: Edwards Air Force Base is a United States Air Force base located on the border of Kern County, Los Angeles County, and San Bernardino Counties. Edwards has been an air base since 1933.

Elk Hills/Buttonwillow Airport: Elk Hills/Buttonwillow Airport is a public use airport located three miles south of the community of Buttonwillow. It is owned and operated by Kern County. The airport has one runway and is mostly used for general aviation.

Inyokern Airport: Inyokern Airport is a public use airport located approximately one mile northwest of the community of Inyokern. It is owned by the Indian Wells Valley Airport District. It has three paved runways. The airport is mostly used for general aviation; commercial service was discontinued in November 2013.

Kern Valley Airport: Kern Valley Airport is owned and operated by Kern County. It is a public use airport located three miles south of the community of Kernville. The airport has one runway and is mostly used for general aviation.

Lost Hills Airport: Lost Hills Airport, also known as Lost Hills-Kern County Airport, is owned and operated by Kern County. It is a public use airport located one mile northeast of the community of Lost Hills. The airport has one runway and is mostly used for general aviation.

Meadows Field: Meadows Field, also known as the Kern County Airport, is in the City of Bakersfield. It is categorized as a primary commercial service airport and provides commercial passenger and cargo service as well as full services to the general aviation community. There are two runways. In late 1943, The United States Army Air Forces acquired usage rights to Meadows Field. It was placed under the jurisdiction of the IV Fighter Command. The 481st Night Fighter Operational Training Group used the facility as part of the Army Air Forces Night Fighter School which had transferred from Florida to Hammer Field, California. Meadows Field was used as an auxiliary training facility. The Night Fighter Squadrons were inactivated in 1944. Meadows Field was placed on standby status and the airport was only used for emergency purposes, being under the control of Hammer Field. With the end of World War II, the base was returned to civil control[17]; it is now owned and operated by the Kern County Department of Airports.

Mojave Air and Space Port: The Mojave Air and Space Port is located near the community of Mojave. The facility first opened as a small, rural airfield in 1935. It has served as a U.S. Marine Corps Air Station and a U.S. Navy airfield. In 1961, Kern County obtained title to the airport. In 1972, the East Kern Airport District was formed to administrate the airport and still administers the airport.

Besides being a general-use public airport, Mojave Air and Space Port is home to the National Test Pilot School where more test pilots are educated than any other site in the world[18]. The facility is also a world renowned flight research center hosting light industrial to highly-advanced aerospace design,

flight testing, space industry development, research, and aircraft heavy maintenance and storage.

Mountain Valley Airport: Mountain Valley Airport is a privately owned, public use airport located approximately two miles south of the Tehachapi Municipal Airport. The facility is used for glider operations and training. The airport's location, in close proximity to where the Sierra Nevada Mountains, Tehachapi Mountains and the Mojave Desert meet, creates various lift effects suitable for soaring. The Skylark North Glider School offers glider training for civilians as well as for the US Air Force Test Pilot School (from Edwards Air Force Base), the National Test Pilot School (from the Mojave Air & Space Port), National Aeronautics and Space Administration (NASA), and others.

Poso Airport: The Poso Airport, also known as Poso-Kern County Airport, is a Kern county-owned public use airport located approximately four miles east of the community of Famoso. The airport has one runway and is mostly used for general aviation.

Rosamond Skypark Airport: Rosamond Skypark is a privately owned, public use, general aviation airport located in the community of Rosamond. It has one runway.

Shafter Airport: Shafter Airport, also known as Minter Field, is a public use airport located approximately four miles east of the central business district of the City of Shafter. It is owned by the Minter Field Airport District. The airport has two runways and is categorized as a general aviation facility.

Taft Airport: Taft Airport, also known as Taft-Kern County Airport, is a public airport owned and operated by Kern County, located one mile east of the City of Taft. This general aviation airport has one runway.

Tehachapi Municipal Airport: The City of Tehachapi operates this general aviation, public use, municipal airport. The airport provides business, personal and recreational aviation services. The airport has one runway. It was originally established in 1929 to support an air mail route between Tehachapi and Bakersfield.

Wasco-Kern Airport: The Wasco Airport, also known as Wasco-Kern County Airport, is a public airport owned and operated by Kern County and is located approximately two miles northwest of the City of Wasco. The airport has one runway and is used for general aviation.

iii) Kings County[19]

All public-use and private airports in Kings County are used for General Aviation (i.e. smaller, recreational or business) aircraft. Kings County does not have any commercial air passenger service. Much of the flight activity in Kings County centers on the County's dominant farming economy where chemical application aircraft (crop dusters) make up a sizable portion of all business aircraft. The two largest Kings County airports are Hanford Municipal Airport and Corcoran.

There are also three heliports located in Kings County. All are for private use only. These are located at the JG Boswell Company in Corcoran, the Helistop at the Hanford Community Hospital, and a landing pad at the Westlake Farms airfield.

A map of the airports in Kings County is shown on Page 22.

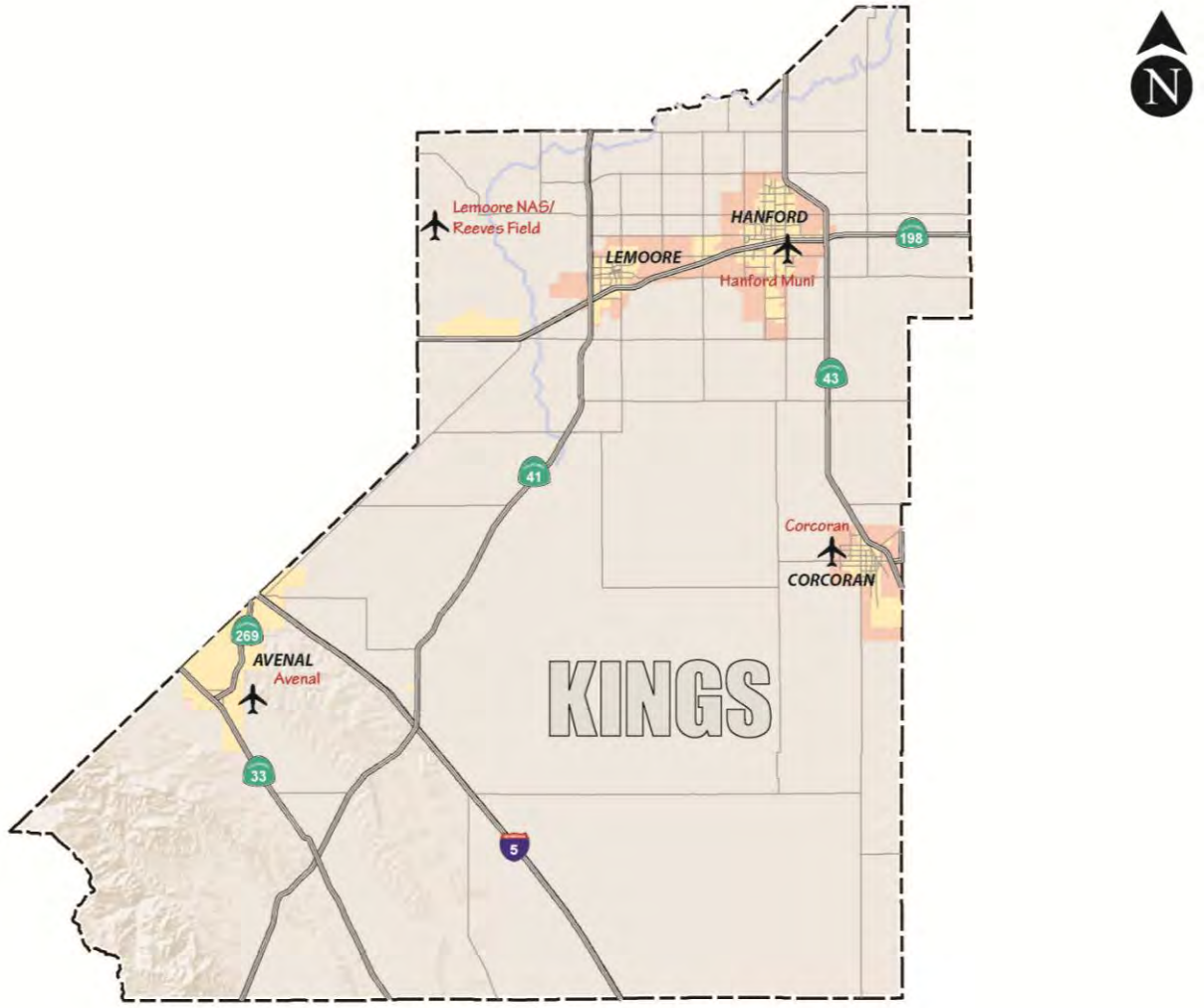
Avenal Airport: Avenal Airport is a privately owned, public use airport in the City of Avenal. It has one runway.

Corcoran Airport: Corcoran Airport is public use, privately owned (Lakeland Dusters, Inc) located approximately two miles west of the City of Corcoran. It has one runway.

Hanford Municipal Airport: The Hanford Municipal Airport is a public use airport owned by the City of Hanford. There is one runway. It is the only city-owned air facility in the County. There is one air charter service available and several crop dusters are based at the facility. All types of General Aviation aircraft use the facility including recreation and business aircraft, and air freight.

Lemoore Naval Air Station (LNAS): LNAS is located near the City of Lemoore and is the Navy's largest and only west coast Master Jet base. Its principal mission is to support the Strike-Fighter Wing of the U.S. Pacific Fleet, whose mission is to train, man, and equip the west coast Strike-Fighter squadrons. LNAS hosts fourteen F/A-18 Operation Strike-Fighter squadrons, two Strike-Fighter Fleet replacement squadrons, and all four west coast Carrier Air Wing Commanders and their staffs.

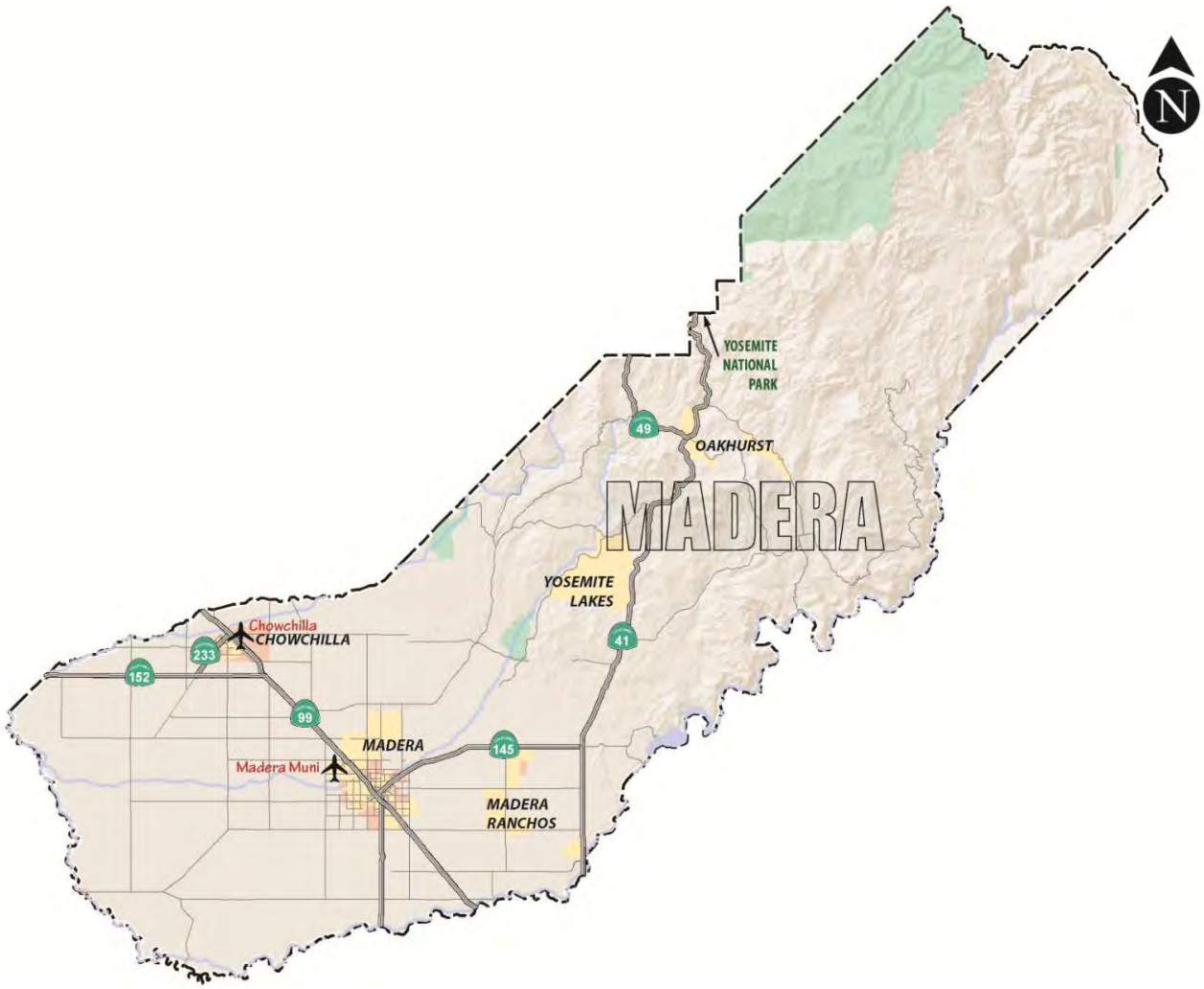
LNAS employs approximately 11,700 military and civilian personnel and contributes millions to the local economy. Additionally, the base generates about 13,500 jobs for the county, which includes military personnel, Department of Defense civilians and contractors, contracts, payroll employees, transient personnel and retirees/veterans. The naval hospital on the base serves over 17,249 active and retired military, military dependents, and Department of Defense personnel in the county. It is likely that the base will continue to expand.



iv) Madera County[20]

The City of Madera owns and operates the Madera County Municipal Airport, which provides aviation services to approximately 120 fixed-base operators. The City of Chowchilla operates the Chowchilla Municipal Airport with 34 fixed-base operators. Fresno Yosemite International Airport in Fresno County is the primary passenger airport facility in the region.

A map of the airports in Madera County is shown below.



Chowchilla Airport: Chowchilla Airport is a public use, general aviation airport owned and operated by the City of Chowchilla located on the southeast edge of the City. It has one runway.

Madera Municipal Airport: Madera Municipal Airport is a City of Madera owned facility. There are two runways: a main runway that is available for night operations that will also accommodate most business jet and turbojet aircraft, and another secondary runway in service for restricted daylight operations. The airport is publicly owned and open to the public.

v) Tulare County[21]

Tulare County's airport system can be subdivided into three components: publicly owned and operated airports; privately owned airports open to public general aviation use; and private "special use" airfields and airstrips. There are five public airports and two privately owned airports open to public use in operation within the county. The remaining airstrips that presently exist throughout the County are used for agricultural aviation activities. Only Visalia Municipal Airport has regularly scheduled commercial service.

A map of the airports in Tulare is shown on Page 25.

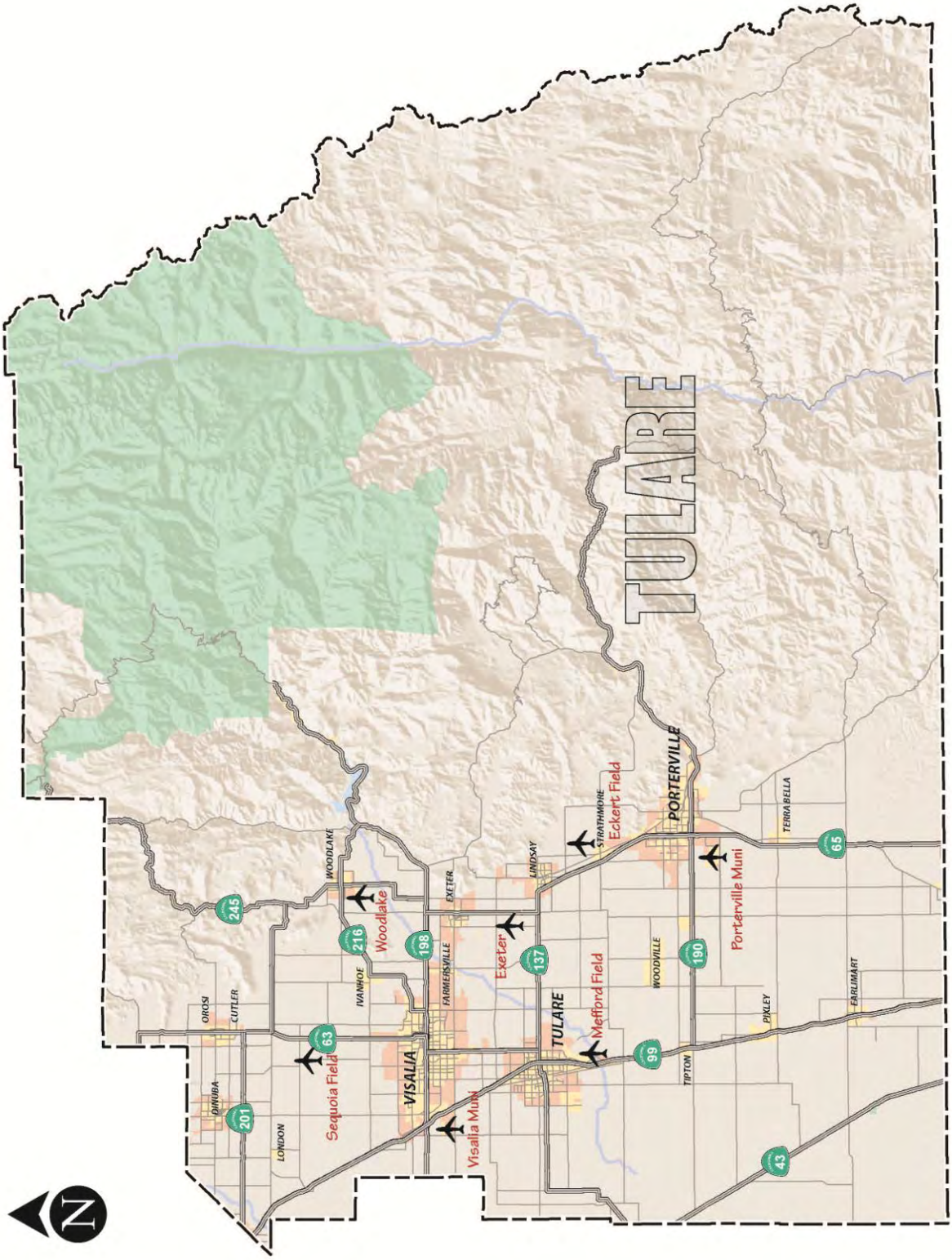
Mefford Field: Mefford Field is a public use airport owned by the City of Tulare, located approximately three miles southeast of the City's central business district. The airport has one runway and is categorized as a general aviation facility. The airfield served as the temporary site for the Rankin Aeronautical Academy, a flight school to teach United States Army Air Corps flight cadets. It was one of 62 civilian-owned flying schools in the U.S. that taught 1.4[22] million World War II Army pilots to fly. It was assigned to West Coast Training Center (later Western Flying Training Command). As Rankin Academy moved to its permanent site, Mefford Field returned to daily operations as a civilian airfield.

Porterville Municipal Airport: Porterville Municipal Airport is a city-owned public-use airport located approximately three miles southwest of the City of Porterville. It is categorized as a general aviation facility and has one runway. The airport was opened in September 1942 as Porterville Army Airfield and was used by the United States Army Air Forces Fourth Air Force as a training base during World War II. It was a sub-base to Lemoore AAF, being used as a pilot training facility. At the end of the war the airfield was turned over to the local government for civil use[23].

Sequoia Field Airport: Sequoia Field is a Tulare county-owned, public-use airport located approximately eight miles north of the City of Visalia. Visalia-Dinuba School of Aeronautics conducted basic flying training for the United States Army Air Forces West Coast Training Center (later Western Flying Training Command) under contract until inactivated in October 1944. It has one runway and is primarily used for general aviation[24].

Visalia Municipal Airport: Visalia Municipal Airport is a city-owned, public-use airport. There is one runway. It is categorized as a general aviation airport. The airport has limited commercial service subsidized by the Essential Air Service program. Air freight services are also available. The airport is located west of the central business district of Visalia. In 1942, the War Department assumed control of the airfield, establishing it as a sub-installation of Fresno's Hammer Field where it was used as a satellite training site. The airfield was returned to the City of Visalia in 1947[25].

Woodlake Airport: The Woodlake Airport is a public airport located two miles south of Woodlake. It is a general aviation airport, covers 88 acres, and has one runway[26].


TULARE
PORTERVILLE
Eckert Field
STRATHMORE
TERRA BELLA
65
Porterville Muni
LINDSAY
EXETER
WOODLAKE
Woodlake
245
216
198
Exeter
137
Mefford Field
WOODVILLE
190
FARMERSVILLE
IVANHOE
OROSI
CUTLER
63
Sequoia Field
VISALIA
TULARE
99
TIPTON
PIXLEY
FARLIMART
DINUBA
201
LONDON
Visalia Muni
43
N

Passenger Rail

In most states, inter-city passenger train service is provided solely by Amtrak. This service is provided with no assistance of any sort from state or local governments. California, through Caltrans, is one state that has been assisting Amtrak in order to allow Amtrak to provide more than just basic service. California has provided Amtrak with capital grants and support for station and track improvements (including signaling), locomotives and cars, and connecting Amtrak bus service. The *Pacific Surfliner*, *San Joaquins*, and *Capitol Corridor Amtrak lines* are funded primarily by the State of California, with Amtrak and Caltrans operating as partners, helping to reduce ticket fares. These trains operate in addition to Amtrak's own interstate trains: the *Coast Starlight,* the *California Zephyr*, the *Southwest Chief*, and the *Sunset Limited,* that provide passenger rail connection for California to the rest of the country.

Amtrak provides accessible Thruway Motorcoach (bus) service on some routes. Portions of the trip may be by bus, depending on the line. Amtrak Thruway Motorcoaches also extend Amtrak's services, providing connectivity to areas not served by passenger rail. The Amtrak line known as the San Joaquins runs north-south, linking Bakersfield and the Bay Area with stops in Corcoran, Hanford, Fresno, Madera, Stockton, and Sacramento. The line, via Amtrak Thruway Motorcoach service, provides connections in Bakersfield for travel south to Los Angeles and San Diego, and connections for travel to the east to Tehachapi, Mojave, Barstow, Baker, and Las Vegas.

Californians are riding trains in unprecedented numbers. In 2012-13, Amtrak California carried a record 3.9 million passengers on its thriving Pacific Surfliner and San Joaquin rail lines. Over the past ten years, ridership on the Pacific Surfliner, the second-busiest rail corridor in the nation, and the San Joaquin, the fifth-busiest, increased by nearly one million passengers, and ticket revenues skyrocketed from $44 million to $102 million.

In November 2006, Proposition 1B, the "Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006" was passed by voters and to provide new funds to expand passenger services. As of August 2013, $213 million has been allocated to railroad crossing projects and $190 million to intercity rail. These funds are to provide all passenger and freight services the ability to operate more efficiently by improving capacities, sidings, and track signals.

High Speed Rail

The California High Speed Rail Authority (CHSRA) is a State agency responsible for planning, designing, building, and operating the first high-speed rail system in the nation. As such, CHSRA has developed a plan to build a high-speed rail line to service the major metropolitan areas of California by connecting San Diego and Los Angeles to San Francisco and Sacramento via the Central Valley. Extensive portions of the system will lie within, or adjacent to, existing rail or highway right-of-way to reduce potential environmental impacts and minimize land acquisition. A large part of the Initial Operating Section (IOS) will be constructed in the San Joaquin Valley and will connect proposed stops in Fresno, Kings County (servicing Hanford/Tulare/Visalia), and Bakersfield, all of which lie within Caltrans District 6.

The future of California's High-Speed Rail (HSR) service will be a part of the State's transportation system and should be considered in concert with local and regional non-motorized transportation, transit, airports, and highways. Moreover, the HSR stations are envisioned to be multimodal transportation hubs, and the success of the HSR service will be critically affected by the degree to which healthy, sound multimodal transportation connections are established.

The Caltrans Division of Transportation Planning's High-Speed Rail Transit Connectivity Program was created on July 1, 2012 to assist Caltrans California Intercity Rail (CIR), CHSRA, regional and local agencies, and transit operators in providing connectivity to HSR and feeder services. Caltrans District contacts are available to provide support of connectivity activities.

TRANSIT

A direct relationship exists between the size and density of a population and mass transit ridership. High density residential, coordinated commercial and retail development, and major employers located near existing or planned transit lines provide benefits by tying land use, compact growth, and modal enhancement to existing infrastructure. If residential densities within the metropolitan areas increase as expected, this could result in conditions more favorable for increasing use of transit. Mass transit may become a more important component of the transportation network in future years.

As congestion increases, creative solutions to ease this congestion will need to be considered. One alternative would be improvements and/or expansion of the existing transit system. A major advantage of transit over single-occupancy vehicle facilities is that adding transit, such as an additional bus, to a corridor that has reached capacity is more economical than it is to add another roadway lane. The bus is only needed during peak periods, making it more efficient than providing a travel lane that is under-used during non-peak hours. However, transit can only provide relief for congestion if the bus is not stuck in the same traffic as single occupancy vehicles. A solution to reduce the amount of time buses are stuck in congestion would be to create a dedicated transit lane. Investment in carpool and bus lanes on freeways, ramps, and arterial streets is not much more expensive than adding free-flow lanes; however, these alternatives can provide vital relief from the congestion associated with peak travel times. The dedicated transit lane would allow buses to move much faster than the congested traffic in other lanes, possibly making this an attractive alternative to commuters.

The dedicated lane could also support Bus Rapid Transit (BRT). This dedicated lane would not need to be on a State Highway; maximizing traffic flow on local parallel roads has a positive impact on the highways as well. Southern California Association of Governments defines BRT in their Regional Transportation Plan as: "*Bus rapid transit (BRT) is designed to provide fast, high-quality bus service. BRT operates in mixed traffic or in dedicated guide-ways, utilizing low-floor buses, taking advantage of signal priority at intersections, boarding and alighting passengers through streamlined processes, and improving bus stop spacing at planned stations. BRT combines the routing flexibility of bus systems with some of the features of rail transit such as limited stops and streamlined boarding and alighting procedures. It uses specially identified buses stopping only at major intersections/destinations*." BRT's limited-stop service relies on technology to help speed up the service. It can operate on exclusive transitways, high-occupancy-vehicle lanes, expressways, or ordinary streets. A BRT line combines ITS technology, priority for transit, rapid and convenient fare collection, and integration with land uses to substantially upgrade bus system performance. BRT would be a possible alternative in the highly urbanized areas in District 06, connecting major residential areas with job centers. Coordination with Transit operators on implementation of traffic signal green-light extension technology would be a first step toward implementation of Bus Rapid Transit and peak period bus/carpool lanes on arterial streets.

The City of Fresno is considering a pilot project to add a BRT line along one of the major local street corridors. If this line is successful, others will likely be added elsewhere within the City, possibly along State Highway corridors.

The success of any mass transit service is largely dependent on the proximity of the service to where the population is located. To encourage the use of mass transit as an alternative to single-occupancy vehicles, it is essential that these facilities are linked to the appropriate land uses, with adequate parking facilities. Planning for pedestrian access to transit stops as future developments are proposed would also make it more likely that a mass transit system would be successful. The California Interregional Blueprint (CIB) being prepared by Caltrans will provide an analysis of the benefits of multi-modal, interregional projects on the transportation system, and will expand understanding of the interactions between land use and transportation investments in meeting critical strategic growth and sustainability goals. This tool, valuable to both Caltrans and local partner agencies, is scheduled to be released in December of 2015.

i. Fresno County[27]

The major provider of urban public transportation in Fresno County is Fresno Area Express (FAX), a department of the City of Fresno. FAX provides two types of public transportation service in the Fresno County Metropolitan Area: the fixed-route service for general public riders, and Handy Ride, a demand-responsive service designed for individuals who, because of an impairment or disability, are unable to use the regular fixed-route bus service. The fixed-route network follows a modified grid pattern with intersecting north-south and east-west bus lines. The Handy Ride demand-responsive system provides complementary paratransit service as required by the Americans with Disabilities Act (ADA) of 1990 to paratransit certified people with disabilities.

The City of Clovis also provides public transportation in the Fresno-Clovis metropolitan area. Clovis operates two types of service: Clovis Stageline, a general public fixed-route service, and Clovis Round-Up, a demand-response paratransit service. Stageline operates on four routes, Monday through Friday with limited Saturday service, and one express route that operates on school days only. The routes are scheduled to coordinate with FAX service whenever feasible, in order to facilitate transfers between Stageline routes and FAX routes.

Clovis Round-Up provides demand-responsive transportation service for the elderly and disabled persons within the city's existing sphere of influence. Demand-response service is provided Monday through Friday in Clovis and Fresno and seven days a week within Clovis using wheelchair lift-equipped vehicles.

Coalinga Transit System provides Coalinga residents with fixed-route and Dial-A-Ride components. The fixed-route links the City of Coalinga with the City of Fresno. The Dial-A-Ride provides transportation within the City limits.

The Fresno County Regional Transit Agency (FCRTA) offers both fixed route and dial-a-ride services. FCRTA services the outlying areas of Fresno County including the thirteen rural incorporated cities of Fresno County: Coalinga, Firebaugh, Fowler, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, Sanger, San Joaquin, and Selma. There is limited service to communities in neighboring counties including: Granville, Hardwick, and Hanford in Kings County; Dinuba in Tulare County; Madera and Children's Hospital - Central Valley in Madera County; and Dos Palos in Merced County. Many unincorporated rural communities are also served, including the following: Alder Springs, Auberry, Burrough Valley, Cantua Creek, Caruthers, Dunlap, Easton, El Porvenir, Five Points, Friant, Halfway, Jose Basin, Lanare, Laton, Marshall Station, Meadow Lakes, Mile High, Miramonte, New Auberry, O'Neills, Pinehurst, Prather, Raisin City, Riverdale, Squaw Valley, Sycamore, Three Rocks, Tollhouse, Tranquillity, and the American Indian Rancherias of Big Sandy, Cold Springs, and Table Mountain. FCRTA offers connections to the following area transportation providers: FAX scheduled fixed route service with connections to Valley Children's Hospital in Madera County; FAX's Handy Ride ADA demand responsive services; Clovis Transit's Stageline scheduled, fixed route service; and Clovis Round-Up's demand responsive ADA services. Urban areas of Fresno are serviced by the FAX, Clovis Round-Up, and the Clovis Stage Line.

Greyhound and Orange Belt Stages provide transit services to areas outside the county. Greyhound provides frequent daily service from Fresno to a variety of points within California. Destinations served north of Fresno include Hayward, Sacramento, San Francisco, San Jose and Stockton. Destinations south of Fresno include Visalia, Bakersfield and Los Angeles. Connecting service is available to San Diego (via Los Angeles) and Yosemite National Park (via Merced).

Transportes Intercalifornias provides three daily trips from Fresno to Los Angeles, with connecting services onward to Santa Ana, San Ysidro and Tijuana. There are also two daily trips to San Jose with service to the west side of Fresno County, and two daily trips to Stockton with service to the northern Central Valley.

Fresno County has passed an extension to a local sales tax measure, Measure C, which is used for transportation-related improvement projects. Measure C specifically directs money to Public

Transportation, so expansion of services may be possible.

ii. Kern County[28]

Within Kern County, local and regional public transit is available within and between sixteen Kern County communities. Transit services include intercity, intra-city, demand responsive and fixed route operations.

The County of Kern operates Kern Regional Transit (KRT) that provides service to the unincorporated communities of Buttonwillow, Lamont, Kern River Valley, Frazier Park, Rosamond and Mojave. In addition, the County has agreements with several small cities to share the cost of providing transit service to county areas surrounding incorporated places, i.e., Delano, Ridgecrest, Shafter, Taft, Tehachapi and Wasco. Kern Regional Transit also provides intercity service between Lamont/ Bakersfield; Lake Isabella/Bakersfield; Frazier Park/ Bakersfield; and California City/Mojave/Rosamond/ Lancaster/Palmdale. Passengers may transfer to other regional carriers in Bakersfield, Mojave, and Lancaster.

The City of Arvin operates Arvin Transit. Four routes operate in and around the city. There are additional routes which connect Arvin with Lamont, and the Tejon Industrial Complex. There is one transit hub, located at the intersection of Bear Mountain Boulevard and Plumtree Drive. All routes stop at the transit hub.

The Cities of California City, McFarland, Ridgecrest, Shafter, Tehachapi, and Wasco all provide Dial-A-Ride service. The service is available to everyone, with a reduced fair for seniors, the disabled, and youths.

The City of Delano operates Delano Area Rapid Transit (DART). DART provides fixed route bus service on four routes and demand responsive public transportation service (Dial-A- Ride) to the citizens of Delano and citizens residing within the immediate county area surrounding the City. DART provides connections to Kern Regional Transit, Tulare County Area Transit (TCaT), Teo Boon Transport (a private charter bus service operating as TEO), Tachi Palace Casino Shuttle, Eagle Mountain Casino Shuttle, and Transportes Intercalifornias at various locations throughout the City. Tachi Palace Casino & Hotel Shuttle, Eagle Mountain Casino Shuttle, TEO, Transportes Intercalifornias, Kern Regional Transit and TCaT buses can be boarded at Delano Station.

Golden Empire Transit (GET) has provided public transit service for the metropolitan Bakersfield area since 1973. GET operates 20 fixed routes with a fleet of 70 buses in service. GET's service area covers 160 square miles and serves approximately 459,000 residents. GET-A-Lift provides complementary paratransit service within metropolitan Bakersfield for those who are physically unable to use the fixed route service. Elderly and disabled services are also provided by the Consolidated Transportation Service Agency.

The City of Taft operates Taft Area Transit (TAT). Two routes operate within the city. There is also an additional route which runs between Taft and the City of Maricopa. Curb-to-curb Dial-A-Ride service is available for ADA-certified riders and to seniors. The routes operate in a loop, with no central hub.

The Eastern Sierra Transit Authority (ESTA) provides public bus services throughout Inyo and Mono Counties, and is a provider of interregional public transportation for the entire Eastern Sierra Region. ESTA also provides bus service to Kern County, connecting with Kern Regional Transit, and continues to the Lancaster Transit station in Los Angeles County with a stop in Mojave.

Orange Belt Stages provides transportation to communities throughout the SJV and the State, and to Las Vegas, Nevada. Orange Belt operates seven days a week, 365 days a year. There are four Orange Belt Stage lines depots in Kern County: Bakersfield, Boron, Mojave, and Tehachapi.

iii. Kings County[29]

At the local level, the largest single provider of public transportation within Kings County is the Kings Area Rural Transit System (KART), operating under the Kings County Area Public Transit Agency. This is a joint powers agency comprised of Kings County and the cities of Hanford, Lemoore, and Avenal. Transit service also includes a combination

of demand/response and fixed-route service to LNAS, and between Hanford and Visalia.

KART provides 14 round trips on the weekdays and eight round trips on Saturdays between Hanford, Lemoore, and LNAS, and 17 round trips on weekdays between Hanford and Lemoore (direct service). Monday through Friday, KART provides service to the City of Fresno, designed to accommodate mid-day medical appointments. In addition, KART provides round trip service from the Hanford Amtrak Station to San Joaquin Valley College, Galen College, Chapman College, and College of the Sequoias in Visalia three times a day, Monday through Friday. The service is spaced early morning, midday, and late afternoon.

KART also provides a vanpool program which is primarily utilized by farm workers and state prison employees. The vanpools extend throughout the southern SJV, including Kings, Tulare, Kern, and Fresno Counties.

Corcoran Area Transit is operated by the City of Corcoran. The system provides transit service for Corcoran residents and for those living in the rural "fringe" area surrounding Corcoran. In addition to Dial-a-Ride, the City of Corcoran made available to low income residents, discounted one-way and round trip Amtrak tickets for intercity travel between Corcoran and Hanford for access to County services.

Currently, Greyhound operates service 7 days a week, seven times a day round trip between the City of Tulare and northbound locations along the SR 99 corridor.

Orange Belt Stages provides transportation to communities throughout the SJV and the State, and to Las Vegas, Nevada. Orange Belt operates seven days a week, 365 days a year. There are four Orange Belt Stage lines depots in Kings County: Hanford Intermodal facility, Lemoore Chamber of Commerce, Lemoore Naval Air Station, and at Kettleman City.

iv. Madera County[30]

Public transit in Madera County includes Madera Area Express fixed route and Dial-a-Ride, Madera County Connection, Chowchilla Area Transit Express, specialized social service transportation services, Greyhound, and taxi service. Public transportation is provided by fixed route and demand-response transit systems.

The City of Madera operates its Madera Area Express (MAX) as both a fixed route and dial-a-ride system. Both services are operated under contract with First Transit. Dial-A-Ride is a general public system primarily serving the elderly and people with disabilities.

The City of Chowchilla operates Chowchilla Area Transit Express (CATX), a general public, demand-responsive service. CATX service was initiated in 1995 and incorporated the senior bus program. The County of Madera funds CATX service for unincorporated portions of the service area.

The Madera County Connection (MCC) operates a fixed route system from Bass Lake/Oakhurst to Valley Children's Hospital via Routes 41, 99, 145, and Avenue 12 as well as a fixed route system between the Cities of Chowchilla and Madera. The Greyhound Bus Line serves the county of Madera via Route 99 and Route 152 to Chowchilla, and areas north, south, and west of the county. Seven social service agencies provide transportation in Madera County, largely to their own clients at specific sites. Several private carriers provide inter-city services.

The City of Madera's Downtown Intermodal Center interconnects with Dial-A-Ride operations, the Madera fixed route system, and Greyhound inter-city services. A private taxicab operator provides service in Madera County seven days a week, 24 hours a day. This operator is based at the Downtown Intermodal Center. Planning is underway to improve access to Amtrak service.

Greyhound operates seven days a week from the City of Madera's Downtown Intermodal Center on North "E" Street and provides services for interregional travel.

Madera County has passed a local sales tax measure, Measure T – passed in 2006, to be used for transportation-related improvement projects. Measures T specifically directs money to Public

Transportation, so expansion of services may be possible.

v. Tulare County[31]

TCaT provides public transit service between cities and in-city transit services for many small communities throughout Tulare County. Fixed route and demand-response Dial-A-Ride services are offered Monday through Friday. TCaT provides direct service between Traver, London, and the City of Dinuba, as well as five roundtrips on the weekdays and two on weekends from the City of Tulare Transit Center to the City of Delano in Kern County.

There are three bus depots in Tulare County: Greyhound Goshen Depot, in the community of Goshen, the Tulare Greyhound Station in the City of Tulare, and the Orange Belt Stage Lines depot in the City of Visalia. Some of the buses are ADA equipped.

Porterville provides public transit through a full-time, fixed route service via Porterville Transit (PT). PT began as a two route system, but has expanded to an eight route system. Porterville's Dial-A-COLT (City Operated Local Transit), offers curb-to-curb (origin to destination, when needed) demand-response service to seniors and riders covered by ADA. PT and COLT services are provided within the city limits and to designated unincorporated urban areas of the county. Service to county areas is provided under service agreement between the City and the County. The County of Tulare provides transit service to unincorporated areas surrounding Porterville.

Visalia City Coach (VCC) operates 11 bus routes that serve Visalia, Farmersville, Exeter, and Goshen. VCC connects with Tulare InterModal Express, TCaT, Greyhound, Orange Belt, KART and Amtrak. They also offer Dial-A-Ride, curb-to-curb, paratransit services on a shared-ride, demand-response basis that provides transportation to the elderly and disabled within the city limits of Visalia, Goshen and Farmersville. The Towne Trolley operates in downtown Visalia.

Tulare InterModal Express (TIME) operates 7 bus routes that serve Tulare and Visalia. TIME connects with Tulare County Area Transit, VCC, KART, and Orange Belt.

Tulare Transit Express (TTE) provides bus service within the City of Tulare. This includes a route between the City of Tulare to the Tulare County Government Plaza Building in the City of Visalia, with 24 weekday round trips and 16 weekend round trips. There are free transfers every one-half hour between TTE and VCC systems at the Government Plaza building.

The City of Dinuba provides public transit service in the City and adjacent areas through a dial-a-ride system and three fixed routes through DART. The City also operates a free trolley service (Jolly Trolly) in the downtown area. MV Transportation provides all of these services under contract with the City. DART recently added a new route in partnership with FCRTA linking the City of Dinuba with the City of Reedley in Fresno County. DART also contracts with Tulare County to provide service outside Dinuba city limits to County residents who live within their service area.

The City of Exeter operates a transit system that began in June 1992 as a fixed route service serving residents within the City's urban area. The City also operates a Dial-A-Ride service providing transit to local residents on a demand responsive basis. In 2004 the City of Exeter and City Farmersville became part of the Urbanized Area of Visalia, and VCC began operating fixed route service between the three communities.

The City of Woodlake operates a demand-response service for the Woodlake Service Area which includes the City and surrounding unincorporated area. The buses are fully serviced, fueled and maintained by the City.

The Tule River Indian Tribe provides transit for casino employees and Indian healthcare services for Tule River tribal members and other tribal communities.

Orange Belt Stages provides transportation to communities throughout the SJV and the State, and to Las Vegas, Nevada. Orange Belt operates seven days a week, 365 days a year. There are nine

Orange Belt Stage lines depots in Tulare County: Ducor, Terra Bella, Porterville, Lindsay, Exeter, Farmersville, Visalia, Strathmore, and the Goshen Greyhound station.

Park and Ride Lots

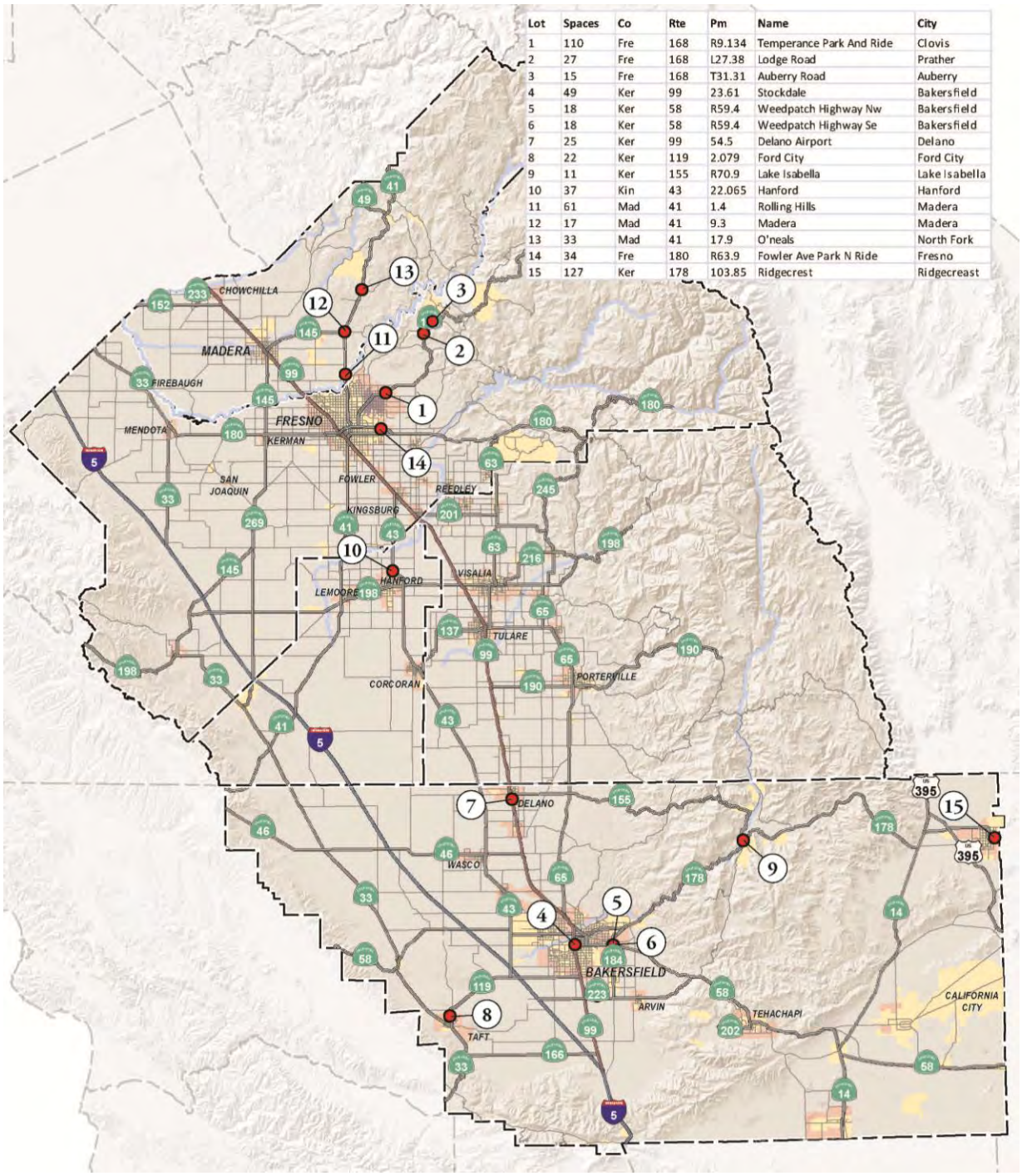
Park and ride lots are valuable resources that support transit usage and carpooling, which leads to improved performance of the entire transportation system. They provide a location for individuals to park their vehicles to join carpools and to access bus and rail services, thereby taking vehicles off local streets and roads and the State Highway System (SHS). Planning and constructing a network of well placed park and ride lots is a productive transportation system.

The goals of a network of park and ride lots include, but are not limited to, increasing the mobility options of travelers, increasing person throughput on the system, decreasing the number of vehicle trips, decreasing the greenhouse gas and air pollution associated with transportation, and decreasing congestion on transportation facilities.

A map of the Park and Ride lots available in District 06 is shown on Page 33.

Park and Ride Lots in District 06

Lot	Spaces	Co	Rte	Pm	Name	City
1	110	Fre	168	R9.134	Temperance Park And Ride	Clovis
2	27	Fre	168	L27.38	Lodge Road	Prather
3	15	Fre	168	T31.31	Auberry Road	Auberry
4	49	Ker	99	23.61	Stockdale	Bakersfield
5	18	Ker	58	R59.4	Weedpatch Highway Nw	Bakersfield
6	18	Ker	58	R59.4	Weedpatch Highway Se	Bakersfield
7	25	Ker	99	54.5	Delano Airport	Delano
8	22	Ker	119	2.079	Ford City	Ford City
9	11	Ker	155	R70.9	Lake Isabella	Lake Isabella
10	37	Kin	43	22.065	Hanford	Hanford
11	61	Mad	41	1.4	Rolling Hills	Madera
12	17	Mad	41	9.3	Madera	Madera
13	33	Mad	41	17.9	O'neals	North Fork
14	34	Fre	180	R63.9	Fowler Ave Park N Ride	Fresno
15	127	Ker	178	103.85	Ridgecrest	Ridgecreast



Bicycle

The Central Valley is especially well-suited for bicycle facilities to make a meaningful contribution to the overall transportation system. The climate and terrain of the region is favorable for bicycling, with many clear, dry days and moderate temperatures. For short trips, the bicycle can serve as an alternative to the automobile. Because the bicycle is non-polluting and energy efficient, it is an element in the region's multi-modal transportation system that leads to a more efficient transportation network.

Bicycle facilities generally fall into three distinct categories: Class I, and variations of Class I, bike facilities are the first category. Class I facilities provide a means of safe and reliable transportation for those wishing to cycle or walk to their destinations. Several jurisdictions have variations on Class II facilities, which provide optional striping scenarios to allow on-street parking. Class III Bike Routes are facilities shared with automobile traffic.

Caltrans District 06 System Planning Staff are currently working on a district-wide Bike Plan. When complete, the plan will include the locations and general characteristics of local bike paths for the five counties that comprise the District. The Bike Plan should be available by September 2014.

Please see Appendix B, Glossary and Acronyms, Page 81, for more information on bicycle facilities.

Pedestrian

The climate and terrain of the region is also favorable for walking, with many clear, dry days and moderate temperatures. This mild weather, coupled with safely-designed sidewalks and paths, can make walking an enjoyable activity.

Local planning efforts include consideration of equestrian, hiking trail networks, and pedestrian facilities. In District 06, the MPOs have recognized the importance of creating walkable neighborhoods, mixed land uses and the provision for a variety of transportation choices.

Pedestrian facilities are essentially site specific and local, and hold particular importance in community design and redesign in working toward a more livable environment. Pedestrian facilities are most often the responsibility of local government and are implemented during the normal land use development process. Residential developments are often within walking distance of commercial centers and with consideration for design, ready ingress/egress of subdivisions could be incorporated, creating more walkable communities.

Recent legislation highlights the role of walkable communities as a means of promoting public health and improving the environment. With these initiatives, pedestrian facilities have gained an increased importance as non-motorized facilities within the District.

Equestrian facilities are essentially recreational in nature. Neither pedestrian nor equestrian facilities are typically regional in function, but there is local recognition for the value of equestrian and hiking trail systems for recreational purposes, as enhancements to the multimodal transportation system, and for their contribution to an improved quality of life.

Americans with Disability Act (ADA)

One of Caltrans' goals is mobility. In support of this goal, Caltrans created the ADA Infrastructure Program under its Maintenance and Operations Program. The objective of the ADA Infrastructure Program is to make Caltrans infrastructure equally accessible to persons with disabilities.

Caltrans does not discriminate on the basis of disability and believes in providing equal access to all of its infrastructure, programs, services, and activities. Caltrans is committed to working with its partners to identify and address access barriers to its infrastructure.

Caltrans is committed to spending at least $25 million[32] annually on ADA projects. All resurfacing, restoration, rehabilitation and reconstruction projects will address ADA issues and temporary ADA routes will be established through work zones.

The District's Local Assistance unit also verifies that local projects adhere to the requirements of ADA in their design and implementation.

TRANSPORTATION PARTNERS

Metropolitan Planning Organization	**Fresno Council of Governments (FCOG):** FCOG is a voluntary association of local governments, one of California's 38 regional planning agencies, and one of 500+ nationwide. In 1967 elected officials of Fresno County and its incorporated cities informally created the agency, formalizing Fresno COG in 1969 through a Joint Powers Agreement. Fresno COG undertakes comprehensive regional planning with an emphasis on transportation, provides citizens an opportunity to be involved in the planning process, and supplies technical services to its members[33]. **Kern Council of Governments (KCOG):** KCOG is an association of city and county governments comprised of the County of Kern and the 11 incorporated cities within Kern County. KCOG was created to address regional transportation issues. Monthly board meetings provide the public forum for discussion and collaborative decision-making on significant issues of regional transportation and mobility. As the federally-designated MPO and the state-designated Regional Transportation Planning Agency for Kern County, KCOG is responsible for developing and updating a variety of transportation plans and for allocating the federal and state funds to implement them. Although regional transportation planning is its primary role, KCOG also functions as the state-designated Census Data Center Affiliate for the Kern Region and the Kern Motorist Aid Authority, which operates emergency call boxes on county highways; and provides leadership in the development of geographic information systems in local government. Following Board direction, staff coordinates between local, state, and federal agencies to avoid overlap or duplication of programs. This intergovernmental coordination enables staff to work with many public agencies to ensure that planning and implementation of programs proceed in a coordinated manner[34]. **Kings County Association of Governments (KCAG):** KCAG is the MPO for the Kings County region. Our member agencies include the County of Kings and the cities of Avenal, Corcoran, Hanford and Lemoore. As an MPO, KCAG serves as a pass-through agency for funding for local transportation projects. KCAG receives direction from our Transportation Policy Committee and the Technical Advisory Committee. Representatives from each of our member agencies serve on these committees. KCAG coordinates with the other 7 SJV MPOs on projects that are regional in nature. Members of each of the 8 MPOs' policy boards serve on the SJV Regional Policy Council, an advisory board that provides guidance on valley-wide subject matters[35]. **Madera County Transportation Commission (MCTC):** MCTC is the RTPA and the designated MPO for Madera County. The City of Madera qualified as new urban area in 2000 with a population of 50,027 within the urban boundary established by the United States Census Bureau. The Madera metropolitan boundary covers the entire County of Madera. The Commission is responsible for the development and adoption of the Regional Transportation Plan and Transportation Improvement Program as required by state law. The Commission's role is to foster intergovernmental coordination; undertake comprehensive regional planning with an emphasis

	on transportation issues; provide a forum for citizen input into the planning process; and to provide technical services to its member agencies. In all these activities the Commission works to develop a consensus among its members with regard to multi-jurisdictional transportation issues[36]. **Tulare County Association of Governments (TCAG):** TCAG was formed by a joint powers agreement in 1971. The eight incorporated cities and the County of Tulare executed the agreement. The purpose of this formation was to: Assist local jurisdictions in obtaining federal assistance by providing advice, counsel, and professional direction; Review and coordinate applications for programs utilizing federal funding; Provide a clearinghouse for the coordination and review of all state funded projects. In 1982, TCAG was designated the MPO for Tulare County. That designation gave TCAG the responsibility for the "continuous, cooperative, and comprehensive (3-Cs) planning process" in the Visalia Urbanized Area. This, along with responsibilities as Tulare County's Council of Governments, Transportation Authority, and the Regional Transportation Planning Agency, provides TCAG with a unique opportunity to represent the region in many different forums[37].
Regional Transportation Planning Agency	FCOG, KCOG, KCAG, MCTC, and TCAG. See MPO category for more info.
Congestion Management Agency[38]	FCOG, KCOG, and TCAG. See MPO category for more info.
County Transportation Commission	None.
Local Agency	Counties: Fresno, Kern, Kings, Madera, and Tulare. There are 15 incorporated cities in the County of Fresno: Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, Sanger, San Joaquin, and Selma. There are 11 incorporated cities in the County of Kern: Arvin, Bakersfield, California City, Delano, Maricopa, McFarland, Ridgecrest, Shafter, Taft, Tehachapi, and Wasco. There are 4 incorporated cities in the County of Kings: Avenal, Corcoran, Hanford, and Lemoore. There are 2 incorporated cities in the County of Madera: Chowchilla and Madera. There are 8 incorporated cities in the County of Tulare: Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Visalia, and Woodlake.
Tribes	In District 06, there are eight federally recognized Tribal Governments[39]: **Fresno County:** Big Sandy Rancheria, Cold Springs Rancheria, Table Mountain Rancheria

Kern County:
Tejon Indian Tribe

Kings County:
Santa Rosa Rancheria

Madera County:
North Fork Rancheria, Picayune Rancheria of Chukchansi Indians

Tulare County:
Tule River Reservation

In addition, there are a number of Tribes that consider portions of the counties of Fresno, Kern, Kings, Madera, and Tulare as their ancestral lands, please see Figure 1, below[40]. These include Kawaiisu, Kitanemuk, Monache Foothill Yokuts, Northern Valley Yokuts, Owens Valley Paiute-Shoshone, Southern Valley Yokuts, Tubatulabal, and Yokuts. District 06 coordinates with all of the federally recognized tribes as well as involving non-federally recognized tribes in the development of all of our System Planning Documents. District 06 also coordinates with Districts 05, 09, and 10 regarding tribal territories that overlap District boundaries.

See the following link for the final report: http://www.kerncog.org/attachments/265_SJVTribalEJSummary.pdf)[41].

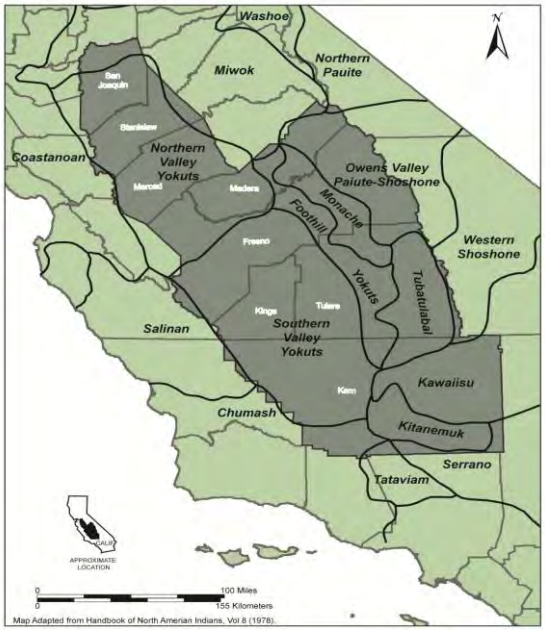


Figure 1:
"California Central Valley Tribal Transportation Environmental Justice Collaborative Project"
Map of Ethnographic Territories in Eight County Study Area

Air District	The San Joaquin Valley Air Pollution Control District is made up of eight counties in California's Central Valley: San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and the SJV Air Basin portion of Kern. The Valley Air District is governed by a fifteen member Governing Board consisting of representatives from the Board of Supervisors of all eight counties, one Health and Science member appointed by the Governor, one Physician appointed by the Governor, and five Valley city representatives. The SJV Air District is a public health agency whose mission is to improve the health and quality of life for all Valley residents through efficient, effective and entrepreneurial air quality-management strategies.

Planning Efforts

California Transportation Plan/California Interregional Blueprint

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet California's future mobility needs and reduce greenhouse gas (GHG) emissions. The CTP provides a common policy framework to guide transportation investments and decisions by all levels of government, the private sector, and other transportation stakeholders.

The CTP 2025 was approved in 2006 and updated by a 2030 Addendum in 2007. The current update of the Plan, CTP 2040, is being developed in collaboration with transportation partners and stakeholders across the State and through ongoing public participation and is due to be released in December 2015. Beginning with the vision and policy framework of the 2030 plan, this update will focus on meeting new trends and challenges, such as economic and job growth, climate change, freight movement, and public health. In addition, to meet the requirements of the most recent federal surface transportation funding and authorization bill, known as "Moving Ahead for Progress in the 21st Century Act" or "MAP-21," performance measures and targets will be developed for the plan with transportation agencies and transit operators.

Using newly created modeling tools, the CTP 2040 will identify the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the State's transportation needs. The vision of the CTP 2040 is a fully integrated, multimodal, sustainable transportation system that supports the three outcomes (3Es) that define quality of life: prosperous economy, quality environment, and social equity.

The CTP 2040 was initiated with the development of the California Interregional Blueprint (CIB) in early 2010 in response to Senate Bill 391. The CIB is a state-level transportation blueprint that provides a vision for an integrated multimodal transportation system that complements regional transportation plans and land use visions. The CIB provides the foundation for the CTP 2040.

Caltrans District 06 participated in the update/development of these planning documents.

Rail Plan

The California State Rail Plan, released May 2013, establishes a vision, sets priorities, and presents implementation strategies to enhance passenger and freight rail service in the public interest. The State Rail Plan is the first planning document that fully integrates the planned California High-Speed Rail system with existing and proposed conventional rail systems. It is a critical document for successful development and implementation of the California High-Speed Rail Authority's "blended system" which will combine high-speed rail and improved conventional rail. The State Rail Plan serves as a basis for federal and state investments for high-speed and intercity passenger rail in California. The vision, priorities, and strategies support the State's goal of an integrated multimodal transportation system.

Caltrans District 06 participated in the update/development of this planning document.

CSMPs

CSMPs are plans to comprehensively manage and operate transportation corridors across jurisdictions and modes. The plans include all major transportation elements in the corridor, such as freeways, major parallel local arterials, transit, and rail. The goal is to maximize total corridor productivity and performance by providing the highest sustained throughput of people and goods, while considering all corridor elements.

CSMPs are required by the California Transportation Commission (CTC) for all corridors receiving Corridor Mobility Improvement Account (CMIA) and SR 99 Bond funds from Proposition 1B. The intent of the CSMP is to preserve mobility gains from these bond project investments, and also maximize and sustain the broader and longer corridor throughput based on continued coordinated and integrated improvements on the freeway, parallel arterials, rail, and transit. Completed CSMPs in District 06 include the following:

- **Route 46 CSMP**: the corridor limits are from the San Luis Obispo/Kern County line to SR 99 (Kern 46 - PM 0.0/57.8) in Kern County. Completed October 2008.

- **Rural Route 99 CSMP:** the corridor limits are from the City of Tulare through to the Tulare/Fresno County line (Tulare 99 - PM 23.3/53.94), ending at the City of Kingsburg (Fresno 99 - PM 0.0/1.0) in Fresno County. Completed November 2008.
- **Fresno-Madera Urban Route 99 CSMP:** begins near the southern Sphere Of Influence of the City of Fresno at American Avenue through to the Fresno/Madera County line (Fresno 99 - PM 9/30.9) ending at the SR 99/SR 152 interchange in Madera County (Madera 99 - PM 0.0/23.4). Completed May 2009.
- **Route 198 CSMP:** the corridor limits are from the Monterey/Fresno County line through Fresno County (FRE 198 - PM 0.00 – 42.73], to the Fresno/Kings County line through Kings County (KIN PM 0.00 – 28.32), to the Kings/Tulare County line into Tulare County (TUL PM 0.00 – 44.16), ending at the boundary with the Sequoia National Park. Completed: February 2012.
- **Route 58 CSMP:** the corridor limits are from the San Luis Obispo/Kern County line (Kern 46 - PM 0.00 to the Kern/San Bernardino County line (Kern PM 143.86). Note: This CSMP was prepared due to the goods movement significance of the corridor, not because of CMIA funding being associated with any project on the route. Completed: April 2011.

District 06 CSMPs are available at:
http://www.dot.ca.gov/dist6/planning/csmp/

TCRs

For each State highway, the TCR is a document that does the following: identifies current and projected operating conditions on the facility, establishes a 20-year planning concept, identifies facility deficiencies in relation to the concept, and identifies broad and flexible options to achieve the 20-year concept.

District 06 TCRs are available at:
http://www.dot.ca.gov/dist6/planning/tcrs/

ITSP

The original 1998 Interregional Transportation Strategic Plan (ITSP) has been updated. The final 2013 document provides updated guidance for statewide transportation system development that connects California's major urban areas and regions via highway and passenger rail. It also reflects legislative and policy changes affecting highway planning, identifies route improvements that have occurred since the 1998 plan, and addresses new issues that have developed since 1998. This update does not remove or add routes as compared with the previous plan. The final plan is available at: http://www.dot.ca.gov/hq/tpp/offices/oasp/ITSP_document_11_25_2013_rev1.pdf#zoom=75

The 1998 ITSP was written in response to the passage of Senate Bill (SB) 45 in 1997. SB 45 significantly restructured the process for programming State transportation funds, with 25 percent of the State Transportation Improvement Program (STIP) funds going to Interregional Transportation Improvement Program (ITIP) projects and 75 percent going to Regional Transportation Improvement Program (RTIP) projects. The ITSP identifies priority interregional projects for funding consideration under the 25 percent funding share going to ITIP projects. Funding from the ITIP is provided for both highway and passenger rail projects. Passenger rail planning issues are addressed by the companion California State Rail Plan Fact Sheet that appears elsewhere in this CIB document.

A primary purpose of the ITSP is the identification and prioritization of highway system improvements for the IRRS. The set of highway routes that constitutes the IRRS was identified in statute in 1989 and includes 93 State Highway Routes or portions of routes (out of 265 State Routes). The 93 routes include a subset of 34 High Emphasis Routes that are of particular importance from a statewide perspective. There is a further refinement of the 34 High Emphasis Routes that identifies 10 Focus Routes. These 10 Focus Routes represent the IRRS corridors that are of highest priority to be upgraded to freeway or expressway during the 20-year planning horizon of the ITSP. In general, the 10 Focus Routes create a north-south and east-west grid of state highways that connects all of

California's major urban areas and regions. The ITSP identifies specific projects needed to bring the Focus Routes up to the concept standard.

The 2013 ITSP addresses a broad range of modes and transportation planning strategies to help inform the development of other Caltrans planning efforts such as the CIB, the State Rail Plan and the Freight Mobility Plan. In addition to upgrading key highways to better meet interregional travel needs, highway planning at Caltrans is focusing on optimizing the use of existing facilities through corridor system management, completion of interconnected High Occupancy Vehicle (HOV) or managed lane network in large urban areas, and real-time multimodal operations on some of the most congested urban transportation corridors. At the same time that high-tech, high capacity managed lanes are being developed, efforts are underway to meet the needs of all travelers by implementing Complete Streets concepts that better serve pedestrians, bicyclists and transit riders.
All of these projects and system management strategies are being refined to create a statewide vision for an integrated, multimodal transportation system that will complement regional plans and land use, as well as assist the State in meeting future emission standard requirements. Both the CIB and ITSP documents will act as planning tools that can be used to diversify intermodal systems, resulting in a more efficient and comprehensive transportation system. Such coordination efforts are crucial to creating a balanced and sustainable interregional system.

It is anticipated that the 2015 ITSP update will reevaluate the list of High Emphasis Focus Routes and associated projects to coincide with the release of the CTP in 2015. The update process will benefit from the availability of new statewide modeling tools.

Caltrans District 06 participated in the update/development of this planning document.

Feasibility Studies

A feasibility study is a preliminary analysis and evaluation of potential actions to solve a problem. A feasibility study is the first step, conducted before undertaking any other planning activity. In Transportation Planning, a feasibility study will help to obtain a more detailed understanding of the deficiencies and constraints of a specific transportation problem or transportation corridor and then develop multi-modal solutions to address these deficiencies at the earliest possible point. Feasibility studies have the following advantages:

- Feasibility studies are scoping studies. A feasibility study can eliminate concepts/projects that are not viable, saving the Department limited resources, or help to narrow down alternatives for future study.
- Optimizes the use of constrained resources.
- Helps the Department and local planning agencies set project and funding priorities.
- Provides the opportunity to partner with local transportation planning agencies.
- Provides the opportunity to utilize our expertise to solve a problem.
- Provides an opportunity to build trust with our local partners.
- Helps to respond to trends and challenges facing the transportation system.
- If a concept or project is determined to have value, it can lead to the next step: a Project Initiation Document (PID).
- Helps to develop short range and long range financial plans.
- Recommendations can be incorporated into local and regional plans.
- Engages the public early in the process and helps to identify community needs.
- The study supports more than the roadway alone: it provides a consideration of multi-model transportation that is supportive of adjacent land use, people, and supplies for a corridor extending far beyond the roadway.
- Feasibility studies lead to projects.

Feasibility Studies conducted in District 06:

- **Right-of-Way Preservation on SR 99/City of Tulare General Plan Update.** Caltrans, in partnership with City of Tulare staff, developed a set of plan lines for SR 99 and interchanges within the City of Tulare in order to facilitate the preservation of right-of-way. The City of Tulare included these

conceptual plan lines in their General Plan Circulation Element.

- **Right-of-Way Preservation on SR 190/City of Porterville General Plan Update.** Caltrans, in partnership with City of Porterville staff, developed a set of plan lines for the intersections and interchanges on SR 190 through the City. The City of Porterville has included these plan lines in their General Plan Circulation Element to facilitate the preservation of right-of-way.

Project Initiation Documents (PIDS)

California Government Code section 65086.5 defines the requirements for PIDs:

- PIDs shall address project limits, description, scope, costs, and amount of time needed for initiating construction.
- Caltrans shall review PIDs prepared by others.
- Caltrans may be requested to prepare a PID. If it is unable to complete the PID in a timely manner, the requesting entity may prepare the report.
- Caltrans shall prepare guidelines for PIDs, which shall address "reliable cost estimates."
- California Transportation Commission (CTC) has reviewed and adopted PID guidelines as required, with the latest guidelines adopted August 2001.
- California Government Code sections (Code) 14526(b) and 14527(g) require regional agencies and Caltrans to prepare PIDs (or equivalent documents) for all local projects nominated for the State Transportation Improvement Program (STIP).

Current District 06 PIDs include twenty State Highway Operations and Protection Program (SHOPP) PIDs, ranging from studies for pavement overlays to reducing the frequency and duration of highway workers' exposure to traffic. All of these have a completion date of summer or fall 2013.

In addition to the SHOPP PIDs, District 06 also has four non-SHOPP PIDs ranging from interchange improvements to the evaluation of alternative alignments.

California Freight Mobility Plan

Caltrans is updating the Goods Movement Action Plan (GMAP), under the working title of the "California Freight Mobility Plan." An interim Draft Plan is being prepared and will be completed as part of the next CTP. The final plan will be available December 2014.

The original GMAP was a major milestone in statewide policy and planning for freight transportation, trade corridors, and related air quality issues. The GMAP helped guide project selection for the allocation of funds under the $2 billion Trade Corridors Improvement Fund (TCIF) program, authorized by the voter-approved Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006 (Proposition 1B). Approximately 200 candidate projects were identified in the GMAP, representing investments in congestion relief, infrastructure improvements, emission reduction, public health and environmental impact mitigation, security, and public safety. Many of those 200 projects were selected for construction funding under the TCIF program and are now in the finals stages of project development or are being constructed.

Like the GMAP, the Freight Mobility Plan will address current conditions, future trends, and major issues in goods movement across all modes and regions of California. The goal of the Freight Mobility Plan is to promote economic growth, encourage job creation, increase mobility, enhance public safety and security and, address environmental challenges. The Freight Mobility Plan, however, will devote more attention to community impact issues, take a more in-depth look at trucking, and will more thoroughly identify the freight needs of portions of California that did not receive sufficient attention during development of the GMAP. This update will also benefit from important regional freight mobility planning programs that partner agencies have been engaged in and will utilize recent freight industry plans developed by seaports, railroads and others.

Since the GMAP, a variety of considerations have emerged for the Freight Mobility Plan:

- New legislation and mandates, including SB 375 and sustainable communities.
- Climate change (Assembly Bill, AB, 32 goals) and greenhouse gas emissions.
- Adaptation to sea level rise.
- New trends in international and interstate goods movement, including the Panama Canal expansion.
- Regional differences throughout the state in goods movement and infrastructure, from rural counties to farm-to-market.
- How to best obtain substantive input from truck and rail freight carriers, the logistics industry, port authorities, local and regional government agencies, affected communities, businesses, labor, environmental groups, research and academia, and other stakeholders.
- Identifying and evaluating projects and developing criteria to establish priorities.
- Integration with other state plans and programs.

Caltrans District 06 is participating in the update/development of this planning document.

Smart Mobility Framework

The Office of Community Planning has conducted this planning project, in partnership with US Environmental Protection Agency (USEPA), and in collaboration with other state project partners: the Governor's Office of Planning & Research (OPR) and the California Department of Housing & Community Development (HCD). It produced a planning guide that furthers integration of smart growth concepts into transportation in California. The intent was to develop a planning framework that would help guide and assess how well plans, programs, and projects meet a definition of "smart mobility". The goal was to ensure applicability of the framework for Caltrans as well as for partner agencies. It is to be used to guide development of products as well as assess how well products meet "smart mobility" principles and criteria.

Ideally, the framework can be applied to various levels of plans, programs, or projects (e.g., Regional Transportation and Blueprint Plans, General Plans, corridor plans, specific development proposals, etc.) in all parts of the state (i.e., urban, suburban, and rural).

Caltrans District 06 participated in the development of this planning document.

District Bike Plan

Caltrans District 06 System Planning Staff are currently working on a district-wide Bike Plan. When complete, the plan will include the locations and general characteristics of local bike paths for the five counties that comprise the District. We anticipate release of the final plan September 2014.

Environmental Setting

The SJV is a large, diverse, and complex area that contains millions of acres of the world's most fertile farmland, a wealth of natural resources, and large urban environments. The 240-mile long valley stretches from Stockton to Bakersfield and encompasses the eight-county region (Kern, Kings, Tulare, Fresno, Madera, Merced, Stanislaus and San Joaquin).

The SJV is one of the largest and most challenging air quality nonattainment areas in the United States. The SJV nonattainment area includes all eight counties from San Joaquin County to Kern County on the Western border of the Sierra Nevada range. These counties are combined in a single nonattainment area that violates federal health standards for particulate matter. Air quality monitoring stations continue to indicate that the SJV is among the worst polluted regions in the country. Since the eight counties are combined into a single nonattainment area, a coordinated approach for compliance with the federal Clean Air Act is essential for both State Implementation Plan (SIP) development and conformity determinations.

Air pollution within the District comes from a variety of sources. These include industrial facilities, vehicles and consumer products. Efforts to reduce emissions are required by federal and state mandates such as the Federal Clean Air Act Amendments and the California Clean Air Act. Though effective air pollution control programs are still needed, past efforts have brought about an overall improvement in air quality.

The Valley has reduced emissions at the same rate or better than other areas in California. The Valley's air quality has improved significantly despite a natural low capacity for pollution, created by unique geography, topography, and meteorology.

The SJV is the first air basin classified as "serious nonattainment" to come into attainment of the PM10 standards. This is a historic achievement unparalleled by any other region in the nation. The valley has also improved ozone standards from serious nonattainment to attainment.

Caltrans District 06 works closely with our local transportation partners to provide a coordinated effort to improve the overall air quality.

MANAGEMENT PLAN

GOALS, POLICIES, AND STRATEGIES

The transportation system must provide equitable and effective mobility and accessibility for all users. It must be safe and secure, and support the State's economic prosperity. It must co-exist with and enhance our natural and human environments. The following goals, while identified and discussed as separate issues, are interdependent. For example, if the system is not well maintained, the level of mobility and safety will decline.

Each goal supports one or more concepts contained in the District's vision for the transportation system. Policies and strategies that support each goal are included.

Goal 1: Improve Mobility and Accessibility

California's population is projected to continue to grow. Current estimates indicate that by the year 2020, California will be home to nearly 44 million residents, with about 34 million registered vehicles[42]. To accommodate the increased demand, facilitate efficient goods movement, and improve the quality of life, a substantial investment is needed to maintain and improve the transportation system.

Policy 1-A: Increase System Capacity

In the past, the most common solution for accommodating an increase in demand was to build new or expand existing highways. However, the ability to increase capacity by expanding the highway system is now hampered by the cost of such projects, the limit in transportation funding, the encroachment of development on highway rights-of-way, and environmental concerns. It is also possible that expanding a facility through an urban area may not reflect the local jurisdiction's vision for its community, and that they may not want the facility to be widened.

Strategies to Support Policy 1-A: Increase System Capacity

- Work with local jurisdictions to develop solutions when widening a facility is not feasible or desirable.
- Expand existing and develop additional roadways where feasible and determined to be the best alternative.

Policy 1-B: Improve Operation and Efficiency

Building new transportation facilities alone cannot provide for the anticipated demand; creative solutions will be needed, solutions beyond simply increasing capacity. Addressing the anticipated demand will require a creative approach that includes: maintaining infrastructure, investing in and encouraging the use of alternate modes such as transit and rail, encouraging land use decisions that promote the Regional Blueprints of local MPOs, and using Transportation Management Systems (TMS) and strategies.

Operational improvements have been shown to increase the efficiency and safety of the transportation system. These improvements can increase traffic throughput without increasing capacity, optimize the current traffic flow conditions and enhancing traveler safety, efficiency and mobility. Types of operational improvements include, but are not limited to, reconfiguring freeway-to-freeway connections to reduce traffic weaving, increasing capacity on local roads that feed into the highway system, High Occupancy Vehicle Lanes (HOV), and grade separations between railroads and highways. These improvements are not only lower cost solutions to congestion, but are often more desirable environmentally.

Intelligent Transportation Systems (ITS) are a recognized strategy for improving the operation

and efficiency of the transportation system. ITS is the application of advanced sensor, computer, electronics, and communication technologies and management strategies to increase the safety and efficiency of the surface transportation system. When integrated into the transportation system infrastructure, and in vehicles themselves, these technologies help monitor and manage traffic flow, reduce congestion, provide alternate routes to travelers, enhance productivity, and save lives, time, and money. ITS also provides tools for transportation professionals to collect, analyze, and archive data about the performance of the system during the hours of peak use. Having this data enhances traffic operators' ability to respond to incidents, adverse weather, or other capacity-constricting events.

The primary goal of the Traffic Management Center (TMC) in Fresno is to continually monitor traffic flow on the State Highway/Freeway system to facilitate a timely and appropriate response to unusual conditions that could adversely affect traffic or create a potentially hazardous situation. Traffic accidents and congestion take a heavy toll in lives, lost productivity, and wasted energy. The goal of incident management is to clear the incident as quickly as possible, thereby reducing congestion and delay. The Central Valley TMC is dedicated to improving the time required to clear incidents from highways. One step in achieving this has been the use of closed circuit television cameras (CCTV) at points where drivers must make a decision to stay on the mainline, merge to access another freeway, or to get on or off the freeway. These are areas where accidents are most likely to occur. CCTV have proven to reduce the delay in mobilizing incident responders.

By using ITS and TMS strategies, Caltrans is better able to:

- Expedite the removal of major incidents to prevent secondary incidents and reduce delay.
- Control traffic demand and optimize the balanced usage of the regional transportation system.
- Facilitate the dissemination of transportation and traffic information to the traveling public.
- Provide a central hub for special event and emergency operations.
- Facilitate coordinated district communication services.
- Monitor and facilitate the coordination of planned lane closures.

Strategies to Support Policy 1-B: Improve Operation and Efficiency

- Redesign and modernize interchanges to reduce or eliminate bottlenecks or restraints to smooth traffic flow, and to reflect current traffic-flow patterns.
- Increase the capacity on major arterial streets through improved design, grade separation, signal timing, and other innovative solutions.
- Continue to implement ITS strategies on highways within the District.
- Continue to incorporate ITS components in highway improvement projects.
- Continue upgrading the TMC and traffic management devices, as innovations are proven effective.

Policy 1-C: Provide Viable Transportation Choices

Mobility is not mode-specific. Providing viable transportation options is another way to enhance California's mobility. Enhancing and expanding modal choices provides options for those who drive and improves access for those who cannot or choose not to drive. Including transportation investments that will provide the greatest mobility and efficient use of the entire system as a part of the goal to improve mobility and accessibility will help balance the system and reduce congestion and environmental impacts. Improving connectivity among all modes will also increase the viability of alternatives to the single-occupancy vehicle.

Senate Bill 1956, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, provided for modal alternatives. Approved by California's voters, the bond measure provided nearly $10 billion to construct a high-speed rail system connecting all of California's major population centers, and funding to improve California's existing passenger rail lines. Enhancing interregional transportation alternatives that link communities and national and international

transportation facilities will increase the economic viability of smaller urban and rural communities.

While California leads the nation in the number of licensed drivers, it ranks 45th in the number of licensed drivers per thousand residents.[43] This means California has a considerable number of residents that are dependent on transit or alternative means of transportation other than driving. Providing viable and affordable transportation alternatives will result in greater accessibility to those who cannot or choose not to drive, and a more equitable transportation system[44].

On December 17, 2009, the San Joaquin Valley Air Pollution Control District adopted the eTRIP Rule, which requires employers with 100 or more eligible employees at a worksite to establish employee trip-reduction programs. These measures are designed to encourage employees to reduce single-occupancy vehicle trips, thus reducing pollutant emissions associated with work commutes.

In order to meet the eTRIP requirements, Caltrans District 06 Planning prepared a poster to display in all Caltrans District 6 offices/facilities that have at least 100 people. The poster presents alternatives to single-occupancy vehicles, such as transit, walking, biking, car pooling, as well as the locations of park and ride lots within the District. The poster also explains why trip reduction is a valuable goal.

According to the results of a national random sample telephone survey conducted on behalf of the Surface Transportation Policy Project in October 2002, Americans would like to walk more than they do currently[45]. Respondents cited pedestrian safety and distances to shops, services and schools as the primary reasons why they do not walk. To make walking and biking a more viable transportation choice, these modes must be considered in land use and community planning and design. The issue of walkable and bikable communities will be discussed further under Goal 5: Reflect Community Values.

In response to the Supplemental Report of the 2001 Budget Act, the Department, in collaboration with numerous stakeholders, developed the *California Blueprint for Bicycling and Walking* (Blueprint)[46]. The Blueprint proposes strategies for improving safety and increasing bicycling and walking mode shares. It offers an action plan designed to achieve the desired goals through engineering, enforcement, education, and encouragement.

Caltrans District 06 is currently involved in preparing a District-wide bicycle plan that will provide additional information to the community to make biking a more viable alternative.

Strategies to support Policy 1-C: Provide Viable Transportation Choices

- Support the California High-Speed Rail Authority's activities in planning for a comprehensive high-speed rail.
- Provide support for our local partners' High Speed Train (HST) connectivity activities.
- Encourage our local partners to expand and improve transit services, including on-call, alternative door-to-door paratransit services, to improve mobility for persons with disabilities and elder Californians.
- Encourage our local partners to facilitate use of advanced transportation systems to flexible transit service operators, such as vehicle location, dispatch and scheduling software, safety and security systems.
- Encourage our local partners to expand dedicated guideway, bus rapid transit service and facilities, smart shuttles, and shared car programs where proven effective.
- Encourage our local partners to improve multimodal ground access to airports, including intercity bus service connecting small urban and rural communities to passenger air service.
- Incorporate safe pedestrian and bicycle facilities in roadway capacity improvement and rehabilitation projects.
- Establish methods for evaluating levels of service for all modes in support of an integrated, multimodal transportation system.
- Evaluate pilot projects that promote ride sharing to determine effectiveness, identify winning attributes, and deploy on a wider basis as appropriate.

- Share best practices and guidance with other transportation entities.
- Complete the District 06 Bike Plan.
- Support the goals and further the efforts initiated by the *California Blueprint for Bicycling and Walking*.
- Work with our local partners to integrate bicycling into mainstream transportation models and modeling, including cost benefit analysis of bicycle facilities.
- Remove barriers to walking and bicycling.

Policy 1-D: Support Research to Advance Safe and Environmentally Responsible Mobility and Accessibility

California has long been viewed as a leader in research and technological innovation. The State is home to many of the world's leading universities and university-based transportation centers.

Since research and technology drive much of California's economic growth and resulting transportation demand, it is fitting to turn to these industries to improve the efficiency of our transportation system.

Strategies to support Policy 1-D: Support Research to Advance Safe and Environmentally Responsible Mobility and Accessibility

- Provide greater access to information, products and services without the need for physical travel.
- Test geospatial, digital, and other advanced imaging systems to evaluate environmental and social data related to infrastructure projects and to minimize project costs.
- Research methods and technologies to better operate, manage, and maintain the transportation system, and to improve system safety and security.
- Explore alternatives, opportunities, and challenges for new ideas and solutions.

Goal 2: Preserve the Transportation System

Maintaining and rehabilitating the State's extensive transportation system will preserve it for future generations. Maintenance protects existing investments, defers expensive reconstruction, facilitates system efficiency, and improves the traveler's experience. Preserving the system includes maintaining roadways, rail beds, pedestrian walkways, bicycle paths, airports and seaports; transit facilities and vehicles; and control and communication systems.

In addition to implementing projects, the Department performs routine maintenance on the State highway system. This includes daily maintenance of pavement, highway structures, landscape, electrical systems, and safety roadside rests; removal of snow, litter, and graffiti; and clean up and repair of damage caused by storms. The adopted 2012 State Transportation Improvement Program Fund Estimate, which relies on current law and revenue projections to estimate available funding, provides programming capacity of $2.0 billion per year for the 2012 SHOPP, much less than the estimated need of $7.4 billion. This leaves a need of $5.4 billion per year that cannot be funded[47]. Although substantial work has been accomplished since the previous SHOPP Plan, the 2012 version identifies potential unfunded needs in rehabilitation, reconstruction, stormwater management, and operational improvements. The cost of maintaining and operating the transportation system will continue to follow the costs associated with labor and material, which are generally rising. As the cost of maintaining the system increases, and funding levels remain static, less funds are available for meeting increased demand. Preservation and maintenance resources need to be reliable and continuous to ensure the system's viability for future generations, to avoid the higher cost of deferred maintenance, and to realize the useful life of the State's transportation assets.

Policy 2-A: Preserve and Maintain the Transportation System

California's transportation system includes over 170,000 miles of maintained public roads, over 12,000 State-owned bridges and structures, and nearly 100 tunnels and tubes. According to the Bureau of Transportation Statistics, the State also has over 8,000 miles of Class I, regional, local, switching, and terminal railroads, and 250 general aviation and 28 commercial airports. There are over 200 transit operators in California, including urban, commuter, and intercity passenger rail, that need to maintain their transit vehicles, rail, control systems,

and support facilities. These costs must be supported by farebox revenues and the limited public funds available for operation and maintenance[48]. Additionally, there are numerous sidewalks, bicycle lanes and paths, signs, lights, and support facilities that require maintenance[49]. There are insufficient resources available to maintain and operate all of these components of the State's transportation system.

The current system must receive priority for funding to preserve the system's safety and the public's investment.

Strategies to Support Policy 2-A: Preserve and Maintain the Transportation System

Continue to place a high priority on preserving the transportation system and protecting the public's multi-billion dollar investment.

- Work with local partners to develop operational objectives and plans which maximize utilization of existing facilities.
- Use technology, innovative techniques, and new materials to enhance the life of the transportation system, provide safer work sites, enhance productivity, and reduce traveler inconvenience.
- Provide real-time construction and maintenance information, including anticipated delays, to enable travelers to plan their trips and avoid work zones.
- Support research and development of improved construction and maintenance techniques and materials.
- Increase private sector participation and coordinate transportation maintenance and rehabilitation projects with other transportation agencies, and with public utility projects, to minimize costs and traveler disruption.
- Support training programs that provide the necessary skill sets to operate and maintain technologically advanced transportation systems.

Goal 3: Support the Economy

California's economic growth is directly connected to the transportation system's ability to transport people, goods, services, and information reliably and efficiently into and throughout the State, as well as to other states and countries.[50] Goods Movement management practices and stable and flexible revenue streams are needed to meet the challenges facing the State's transportation system and future demand.

Policy 3-A: Enhance the Mobility, Reliability, and Efficiency of the Movement of People and Goods

California's ability to succeed economically rests on its ability to move goods reliably and efficiently, with minimal delay. However, the growth in congestion and increased freight movement have placed demands on the transportation system that has resulted in reduced mobility and system reliability, and have increased transportation costs and environmental impacts[51]. If California is to remain a national economic leader and major gateway to international trade, significant improvements must be made to the transportation system. Highway and rail systems that carry significant freight volumes must be enhanced. Intermodal connectors to major freight terminals (including rail freight intermodal yards and seaports) and access routes must be maintained and improved. Caltrans District 06 Planning has played an active role in the preparation of the San Joaquin Valley Goods Movement Study and the follow-up San Joaquin Valley Interregional Goods Movement Plan. This follow-up study will identify a future preferred goods movement system for the Valley implemented through a comprehensive interregional strategy.

Options to address the community impacts of freight movement, such as changes in hours of delivery, railroad/roadway grade separations, and more available remote truck parking facilities must be developed. Environmental impacts from emissions and noise must be avoided or mitigated. Significant leadership and collaboration among the public and private sectors will be essential to develop economically sensible and environmentally sensitive improvements.

The system's ability to move people as well as goods is also an important consideration. Tourism is California's fourth largest "employer" and a major contributor to the gross State product. As the number-one travel destination in the United States, more than $82 billion was spent on travel within

California in 2004. This directly supported jobs for nearly 893,000 Californians, and generated $5 billion in direct State and local tax revenue[52]. Highways in District 06 provide access to three National Parks including Yosemite, Sequoia, and Kings Canyon as well as National Forest Lands. Improving the tourist's ability to move throughout the State by providing transportation options will help maintain California status as a national and international destination. Highways in District 06 provide access to three National Parks including Yosemite, Sequoia, and Kings Canyon as well as National Forest Lands.

Strategies to support Policy 3-A: Enhance the Mobility, Reliability, and Efficiency of the Movement of People and Goods

- Provide leadership, in cooperation with local, regional, federal agencies, and Native American Tribal Governments, to develop an efficient cargo and passenger aviation system and mitigate their impacts.
- Give goods movement needs and impacts full consideration in the development of a multimodal transportation system, in partnership with other governmental entities, community organizations, shippers and carriers, and other interested parties.
- Participate in any statewide and valley-wide coalition that is established in order to promote the full consideration of goods movement projects.
- Focus statewide system investments on corridors and gateways that handle the highest volumes of freight traffic and/or have the most significant transportation problems.
- Ensure that environmental, community, and land use impacts of goods movement activities are identified early in the planning and project development process and resources are included to help mitigate these impacts.
- Promote flexibility to fund solutions to transportation problems that have significant public benefits, regardless of facility type, mode or ownership.
- Provide leadership by promoting and negotiating cross-jurisdictional coordination to bring about improved efficiencies and connectivity for the movement of people, goods, services, and information.
- Participate in the research, develop, demonstration, and deployment of cost-effective technologies and operational strategies to expedite goods movement, improve safety, and reduce congestion.
- Gather, develop, and refine data, tools, and techniques needed for assessing goods movement, system performance, and for evaluating project alternatives.

Policy 3-B: Provide Additional and More Flexible Transportation Financing

The State's economic prosperity and quality of life depends on an efficient transportation system. However, funding shortfalls for transportation challenge the ability of transportation providers, operators, and planners to provide for the State's current and projected mobility and accessibility needs. The shortfalls affect capital projects as well as operations and maintenance of all system elements.

Optional local sales tax represents the single largest source of transportation funding. Currently, 5 transit districts have permanent local sales tax, and 17 counties have temporary local sales taxes to fund highway improvements, local streets and roads, and transit improvements. In District 06, 3 counties have local measure programs that go toward funding transportation improvements. A California Supreme Court decision in 1995 determined that such taxes require approval by two-thirds of the local voters, making the continuance of existing optional local sales tax or initiating new measures more difficult. In the November 2002 election, five counties had sales tax measures on the ballot. All of the counties received more than 50 percent of the votes in favor of the tax. However, only Riverside County was able to muster the 67 percent required for passage. As the existing temporary tax measures sunset, fewer funds will be available for transportation improvements, maintenance, and operation[53].

Transportation in California remains vulnerable to oil supply disruptions and price increases that can impact consumers as well as the State's economy. Energy supply and demand projections indicate that

the State's vulnerability will escalate over the next 20 years[54]. In the near term, the growing demand for transportation energy will result in price spikes and long-term supply considerations increasing business and production costs, and the cost of transportation to system users and providers. To the degree Californians can reduce fossil fuel consumption and achieve a greater transportation modal mix, the greater the State's economic stability and prosperity. However, since approximately half of the State's transportation revenues are derived from excise tax on transportation fuels[55], an alternative, stable source of funds will need to be identified.

Strategies to support Policy 3-B: Provide Additional and More Flexible Transportation Financing

- Participate in the development of a statewide framework for long-range financing forecasts required for the regional transportation plans.
- Implement a process to monitor and incorporate private sector mobility services and investments within transportation planning and programming.
- Seek opportunities with State funds to leverage and complement other public and private investments in goods movement facilities to the maximum extent possible.
- Promote a stronger commitment of resources to public/private partnerships.
- Provide for increased program capacity to support the safe and efficient movement of goods in corridors that are crucial to national economic security and vitality.
- Support California's Native American Tribal Governments in their effort to obtain an equitable return from Native American transportation programs.
- Work to incorporate climate change and energy efficiency measures in the criteria for federal transportation funding.

Goal 4: Enhance Public Safety and Security

Providing for the health, safety, and security of its residents is a primary concern of governments at all levels. Ensuring traveler safety must be addressed by all modes of transportation.

Prevention strategies, including the integration of new technologies in the design of system infrastructure, should be incorporated into the planning process and coordinated at the State, regional, and local level to meet the needs of the traveling public.

A safe transportation system helps to ensure optimum movement of people and goods to their destination, on time and injury-free. Time, and therefore money, is lost when the system is disrupted due to congestion-inducing incidents, such as train derailments or vehicle collisions.

Beyond the economic impacts, accidents on our highways and airways can have long-lasting toxic effects on water, plants, and wildlife.

The perception of safety can have a profound impact on the transportation users' sense of security and behavior. The public's response to perceived vulnerability and its economic consequences were demonstrated in the aftermath of the September 11, 2001, terrorist attacks. The security of California's borders, gateways, and transportation system must be improved to ensure traveler safety, cargo security, and the State's economic prosperity.

Policy 4-A: Improve System and User Safety

Improving system safety is a primary concern of all transportation providers and users. Enhancing transportation safety includes improving driver behavior through education and enforcement, and improving vehicle and facility safety through design and operational improvements.

Strategies to support Policy 4-A: Improve System and User Safety

Increase education and outreach programs that address safe transportation behavior, including drivers training, awareness of pedestrian and bicyclists, safe biking practices, and truck driver training.

- Continue to work with the Office of Traffic Safety to promote safety through education and outreach.
- Continue to promote Operation Lifesaver, a rail safety program to encourage safe

behavior both vehicle and pedestrian at railroad grade crossings.

- Continue to improve at-grade railroad crossing safety devices, or close unprotected crossings, as appropriate.
- Include safe pedestrian and bicycle facilities in the design of new or upgraded roadways.
- Reduce the response time to motor vehicle, bicycle, and pedestrian incidents, and the rate of fatalities, injuries, and property damage on the transportation system.
- Continue to deploy and promote the use of advanced systems that enhance transportation safety.
- Deploy infrastructure-based detection and warning safety systems, as appropriate, such as fog, dust, ice, and curve speed-warning systems.
- Improve transportation system safety for older Californians.
- Facilitate risk identification and reduction practices.
- Establish roadway infrastructure and land use practices that promote safety.

Policy 4-B: Provide for System Security

System security has become a growing concern in recent years. In November 2001, the Aviation and Transportation Security Act established a new Transportation Security Administration (TSA) within the U.S. Department of Transportation. In January 2003, TSA and U.S. Customs (Customs) were absorbed into the Directorate of Border and Transportation Security, within the new Department of Homeland Security. TSA has responsibility for security of all airports, and Customs is responsible for monitoring goods entering the country.

Customs facilities are forcing changes in the documentation process and methodology by which goods are cleared for entry into California and the United States. The ports and the freight transportation community must work closely with Customs to ensure that this process does not hamper the efficient movement of goods.

TSA and Customs focus primarily on airports and border entry points. However, the security of transit systems is also of utmost importance. In December 2001, the Federal Transit Administration (FTA) deployed expert security assessment teams to the nation's 32 largest transit agencies. The teams assessed the transit systems risk, emergency response plans, and coordination with fire, police, and other emergency response agencies. The assessments have helped to develop best practices and are assisting in development of security programs. FTA Technical Assistance Teams are providing transit agencies hands-on assistance in improving their system security and developing training and testing programs.

Strategies that support Policy 4-B: Provide for System Security

- Work closely with federal agencies, including TSA and Customs to ensure the security of California's borders and airports, while minimizing the impedance of people and goods, and balancing personal privacy and security needs.
- Work with State and federal agencies to ensure that emergency response services are rapidly deployed in the event of an emergency.
- Develop a transportation system security plan, including risk assessment, monitoring methods, pre- and post-incident preparedness, response and recovery, crisis management and evacuation plans, and viable transportation alternatives.
- Coordinate with FTA Technical Assistance Teams.
- Evaluate design of transportation facilities for security risks.
- Develop security guidelines for all modes and facilities, including goods movement facilities.
- Coordinate with emergency response agencies, such as law enforcement, medical services, and media.
- Train personnel in emergency procedures and develop testing programs.
- Continue to invest in advanced technologies to help increase transportation system security.

Goal 5: Reflect Community Values

Our growing population and travel demands will place pressure on our land, natural resources,

quality of life, schools, infrastructure, and transportation options. While this growth will have statewide impacts, transportation planning and solutions to address growth must be sensitive to their local context. Solutions must be found that balance and integrate community, aesthetic, and environmental values with transportation safety and performance.

California communities contain diverse populations with differing transportation needs and travel patterns. Meeting the basic transportation needs of all the State's communities, in geographically dissimilar regions of the State, is critical to maintaining a desirable quality of life.

Community, cultural, and historic values must be considered when assessing the transportation impacts to social and environmental resources - including housing, neighborhoods, historic and agricultural lands, downtown districts, and natural habitats. While natural, cultural, and biological resources are essential for the environmental and economic health of the State, communities must contain a balance of viable transportation, housing, and business resources to support and facilitate economic opportunities.

Policy 5-A: Expand Opportunities for Early and Ongoing Collaboration in Transportation Planning and Decision-Making

Decisions made for any component of the transportation system will have a fundamental impact in the State, region or community's vision for the future. Transportation Planning must be conducted with collaborative participation of relevant transportation-related agencies and organizations, and include open, timely, and meaningful public involvement. Transportation planning must be cooperative because no single agency has responsibility for the entire transportation system. For example, some roads are maintained by Caltrans, while others are county arterials or city streets designed, operated, and maintained by counties or local municipalities. Transit systems are often built, operated, and maintained by a separate entity.[56] Public involvement, information sharing, and interagency coordination are the top strategies to provide information on why and how decisions are made, the benefits and costs of transportation strategies, and the anticipated environmental and community impacts. This strategy also provides opportunities for the public to participate in identifying problems and exploring solutions, and to be part of the decision-making process.

The SJV region includes eight single-county MPOs in Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare Counties. While these MPOs are grouped together as a region, there is a great diversity of issues and constraints facing each MPO. For example, the north end of the Valley has strong connections to jobs in the Sacramento and Bay Area, whereas the economies of the central and southern portions of the Valley are more focused on agriculture and oil. Even with these differences, the region's MPOs, as well as Caltrans Districts 06 & 10, work together on many planning activities such as the Route 99 Business Plan, regional blueprints, and goods movement studies.[57]

Military bases provide an important, if not essential, source of economic, cultural, and social support to the communities in which they are located[58]. Many military bases are located in District 06, including the LNAS in Kings County, China Lake Naval Air Weapons Station (NAWS) and Edwards Air Force Base (EAFB), both located in Kern County. These bases provide significant employment within the area and have unique transportation needs/issues. Caltrans District 06, local MPOs, and LNAS have collaborated on a number of planning efforts.

Strategies to Support Policy 5-A: Expand Opportunities for Early and Ongoing Collaboration in Transportation Planning and Decision-Making

- Develop and implement ongoing public information and involvement programs, including research regarding the public's expectations and preferences.
- Involve businesses, communities, community-based organizations, and institutions early in the transportation planning and decision-making process.
- Develop, implement, and advertise web-based and other easily accessed public participation systems, consisting of informational and educational materials,

online surveys and focus groups, and online voting, to enhance decision-making.

- Design and implement public participation strategies to include those traditionally underrepresented in the public planning and decision-making process.
- Continue collaborative planning efforts with other Caltrans Districts, Caltrans Departments, local MPOs, military bases, Tribal governments and representatives, cities and counties to address challenges and opportunities common to all entities.

Policy 5-B: Manage Growth

Transportation and land use planning must be linked to meet the goal of improving mobility and accessibility. Communities designed to accommodate safe, convenient transportation alternatives will result in more transportation choices for all segments of our society, reduce tailpipe emissions, and mitigate demand on our roadways. Minimizing urban sprawl will also benefit public health, reduce encroachment in sensitive wildlife habitat and wetlands, reduce pavement stormwater runoff, reduce tailpipe emissions, and preserve open space and agricultural lands.

Senate Bill (SB) 375 (Steinberg) is California state law that became effective January 1, 2009. This law requires California's Air Resources Board (CARB) to develop regional reduction targets for greenhouse gas emissions (GHG), and prompts the creation of regional plans to reduce emissions from vehicle use throughout the state. California's 18 MPOs have been tasked with creating "Sustainable Community Strategies" (SCS). The MPOs are required to develop the SCS through integrated land use and transportation planning and demonstrate an ability to attain the proposed reduction targets by 2020 and 2035. The eight counties of the San Joaquin Valley are coordinating on some aspects of these planning efforts to maximize resources, however each MPO is developing a separate plan.

These Sustainable Communities Strategy regional plans consider long-term housing, transportation and land use needs, taking a big-picture look at how the Central Valley can grow over time in a way that uses resources efficiently, protects existing communities, conserves farmland and open space, and supports the Central Valley economy. Planning in advance for growth can result in better neighborhoods, more housing and transportation choices, and a higher quality of life for residents. Each region in California, including the eight counties of the Central Valley, is required to complete a long-term plan under SB 375.

Strategies to Support Policy 5-B: Manage Growth

- Encourage sustainable land use decisions that integrate land use, housing, and transportation through General Plans, regional transportation plans, zoning, and interregional cooperation.
- Encourage increase in densities and designs that facilitate effective transit service, including encouraging transit-oriented development within major transit corridors and providing the ability to conveniently walk to destinations.
- Promote street and urban design to encourage walking and bicycling to destinations.
- Provide information, technical assistance, and best practices on transit-oriented development.
- Encourage localities to foster “smart growth” development in areas where transportation infrastructure can readily support it.
- Encourage the revision of local jurisdiction’s zoning ordinances to provide for mixed-use development.
- Incorporate community values and support context sensitive solutions for all transportation facilities and infrastructure.
- Strengthen the link between land use and transportation planning.
- Provide incentives for collaborative, integrated regional and sub-regional planning initiatives linked to sustainable development criteria and State General Plan guidelines.
- Ensure compatibility between airports and surrounding land use.
- Promote awareness and adherence to the Department’s *California Airport Land Use Compatibility Handbook*.

Goal 6: Enhance the Environment

The Environmental Protection Indicators for California (EPIC) project is a collaborative effort of the California Environmental Protection Agency (Cal/EPA), the Resources Agency, the Department of Health Services, and an external advisory group consisting of representatives from business, public interest groups, academia, and local government. The project, led by Cal/EPA's Office of Environmental Health Hazard Assessment (OEHHA), is responsible for developing and maintaining a set of "environmental indicators" for California.

Environmental indicators provide objective, scientifically based tools for tracking changes in the environment. They also improve our understanding of the environment and how human activities can influence it. The EPIC project generated an initial set of 90 indicators grouped in the following categories:

- Air quality
- Ecosystem health
- Human health
- Pesticides
- Trans-boundary issues
- Waste management
- Water quality

Transportation can be linked directly or indirectly to approximately half of the 90 indicators[59].

Direct transportation-environmental linkages include:

- Air quality degradation due to tail pipe emissions;
- Poorer water quality resulting from leaking underground fuel tanks and stormwater runoff of paved surfaces;
- Waste management issues resulting from over 31 million used tires being discarded each year;
- Global climate change caused by greenhouse gases produced from fossil fuel use;
- Human health issues resulting from air quality degradation, and traffic related injuries and fatalities; and
- Ecosystem impacts due to loss or fragmentation of habitat and from animal injuries and fatalities.

Indirect linkages include:

- Pesticide and hazardous material spills resulting from roadway incidents or freight train derailment; and
- The provision of access to undeveloped land and farmland.

A comprehensive approach is needed when evaluating environmental impacts. For example, the use of hybrid or electric vehicles can improve air quality and reduce fuel consumption, but people may drive more, increasing congestion and placing additional pressure on land and water use, among other adverse effects.

Realizing the transportation goals and implementing the supporting policies will take considerable collaboration.

Policy 6-A: Conserve Natural Resources

Our growing population and travel demands will continue to place pressure on our land, water, wildlife, and wildlife habitat.

Roads directly affect wildlife habitat, ecosystems, and water quality through land consumption, roadkill, habitat fragmentation, and replacement of natural cover with impervious surfaces and invasive species. Addressing environmental and habitat conservation issues in the earliest planning stages will help reduce time and cost of transportation projects, while protecting natural environments.

Strategies to support Policy 6-A: Conserve Natural Resources

- Develop or amend transportation planning tools to include land use impacts, demand management, efficient use of energy, and modal alternative analysis.
- Promote partnerships to address conservation and environmental issues early in the project planning phase.
- Continue to avoid and minimize impacts to the greatest extent possible.
- Continue building conservation banking partnerships to protect ecosystems and preserve large contiguous and viable tracts of habitat to offset adverse impacts, and determine the most valuable land for banking.

- Preserve wildlife corridors and implement other strategies to reduce the conflict between development and the natural environment.
- Promote a greater understanding of the relationship between the natural environment and transportation.
- Develop better tools to model cumulative impacts to the environment and wildlife.
- Minimize impermeable surfaces and install facilities to capture stormwater runoff.
- Recycle and provide incentives to promote the use of recycled materials.

Policy 6-B: Commit to a Clean and Energy Efficient System

California's transportation and energy futures are linked. Transportation energy fuels the transportation system in that it generates most of the revenues needed for transportation improvements, enhancements, and maintenance. But transportation energy is also a major source of environmental and health problems, and is the cause of considerable national and economic security concerns.

In 2002, California drivers used an estimated 17.6 billion gallons of motor vehicle fuel, with an estimated cost of over $29 billion, and traveled 318 billion miles. If current growth trends continue, gasoline use and related carbon dioxide (CO_2) emissions in the State will increase approximately 32 percent over the next 20 years. Efforts to maintain a clean and efficient transportation system will have significant environmental, economic, and strategic security benefits.

Transportation-related emissions from fuel consumption and vehicle use are California's largest source of air pollution. Emissions of greenhouse gases in the transportation sector continue to increase, negating emission reductions in other sectors, such as improved energy efficiency in California's buildings[60].

Transportation and air quality planning must be fully integrated, including an understanding of the interrelationship between congestion, travel growth, and transportation-related emissions. The nexus of transportation and air quality planning is transportation conformity.

Air quality conformity is a requirement of the Clean Air Act, which states that transportation plans, programs, and projects must "conform" to a state's plan to attain the air quality standards. A demonstration of conformity is required to receive federal funds and approvals. If the demonstration cannot be made, only certain projects may proceed until it can be.

Currently, many air basins in California do not meet national air quality standards. The expected increase in on-road gasoline and diesel vehicle travel will make attainment even more difficult. Cleaner vehicles and a more energy efficient infrastructure should be pursued over the next few decades as part of California's strategy to meet the growing transportation demands in the most optimal way possible.

Transportation is a large source of CO_2 from the combustion of fossil fuels, accounting for almost 60 percent of such emissions in California[61]. CO_2 is a greenhouse gas that traps heat in the atmosphere and is a significant contributor to global climate change. Some climatic changes in California have been recorded that suggest important risks lie ahead for the State's agriculture, energy, and transportation sectors.

Around the world, many governments are working to reduce GHG emissions through policies, mitigation actions, and market mechanisms. As a result of AB 1493 (Chapter 200, Statutes of 2002), California is leading the effort to reduce GHG emissions in the transportation sector by developing limits for such emissions from model year 2009 and later motor vehicles. However, as transportation providers strive to maximize mobility and accessibility while simultaneously minimizing air pollution, a comprehensive strategy is needed to ensure a cleaner and more energy efficient transportation system in California's future.

Strategies to Support Policy 6-B: Commit to a Clean and Energy Efficient System

- Promote the use of clean fuel transit vehicles.

- Encourage public entities to continue investing in alternative fuel vehicles to increase market share and encourage increased production.
- Enhance education, planning tools, and performance standards on energy efficiency, air quality, and climate implications of transportation decision-making.
- Analyze the cost-effectiveness of transportation options that improve energy efficiency and reduce emissions of GHGs and criteria air pollutants.
- Develop tools that improve data collection, analysis, and modeling capabilities for State and local development planning and projects.
- Promote the incorporation of energy efficiency and conservation measures into State, regional, and local transportation planning, programming and project development.
- Implement measures to lower emissions of GHGs and air pollutants in transportation options.
- Promote the use of incentives for mass transit use, transportation demand and supply management, and "smart growth" land use policies.
- Encourage local governments to incorporate considerations of transportation air emissions and energy efficiency into general plans.
- Support the purchase and use of low-emission vehicles, including the "greening" of State and local government fleets.
- Collaborate on a marketing program to provide information on transportation energy efficiency and alternative fuel vehicles, including the location of fueling facilities.

Project List

The Project List is included in the Appendices, and starts on Page 58. The list includes all projects in the District, be they fully programmed, partially funded, or planned for the future. The list is not limited in time frame, including not only ten-year projects but projects beyond the ten-year period. State Highway Operations and Protection Plan (SHOPP) are included in addition to State Transportation Improvement Program (STIP) projects.

APPENDIX A
DSMP PROJECT LIST

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DSMP PROJECT LIST

County_Route _Beg. PM	County_Route_ End PM	Location	Project Description	Mode	CTC Project Category	Tier[1]	Est. Total Cost ($1000)	Proposed Completion Year	PID Completion Date	Lead Agency	Source Document	Unconst. RTP	Project ID #	PPNO	RTP ID#	Funding Source
FRE_0_NA	FRE_0_NA	In Bakersfield to north of Clinton Avenue in Fresno	High speed train system	Commuter Rail	System Expansion	I	$203	Not available	Not available	High Speed Rail Authority	Status of Projects	N	0600020143	6495	Not available	Oversight, Reimbursed, Rail
FRE_0_NA	FRE_0_NA	In Fresno, on city arterial crossings of freeways	ITS project to synchronize signals	Off-System	System Management	I	$337	2015	Not available	Caltrans	Status of Projects	N	None assigned	None assigned	Not available	Minor
FRE_0_NA	FRE_0_NA	In Fresno on Peach Ave, from Belmont Ave to Butler Ave	Widen to 4-lane arterial pedestrian OC	Pedestrian	System Enhancement	I	$25,078	2015	Not available	City of Fresno	Status of Projects/RTP	N	None assigned	C5942	FRE092520	TCRP, Oversight
FRE_0_NA	FRE_0_NA	Veterans Blvd, from Herndon Ave to the Grantland Grade Sep	New alignment for a local road to accommodate a future new interchange	Off-System	System Expansion	I	$178,529	2026	Not available	City of Fresno	Status of Projects/RTP	N	0600000935	6289	FRE091302	Measure, Local, Oversight
FRE_5_0.0	FRE_5_66.16	From the Kings County line to the Merced County line	4F to 6F	Highway	System Expansion	IV	$198,000	Not available	Not started	Caltrans/County of Fresno	RTP	Y	None assigned	None assigned	Not available	Unknown
FRE_5_1.2	FRE_5_1.2	At the Coalinga Safety Roadside Rest Area	Roadside rest area enhancement	Highway	System Enhancement	I	$625	2017	2011	Caltrans	Status of Projects	N	0600000147	6582	Not available	IIP, TE
FRE_5_48.8	FRE_5_53.0	On I-5 from south of the Panoche Road OC to north of the Russell Road OC	Pavement rehabilitation	Highway	System Preservation	0	$15,578	2014	Not available	Caltrans	Status of Projects	N	0600020388	1280	None	SHOPP
FRE_33_0.0	FRE_33_0.0	On Routes 33, 41, 43, and 233/152 in Fresno, Kings, and Madera Counties at various locations	Seismic restoration	Highway	System Preservation	0	$4,825	2017	Not available	Caltrans	Status of Projects	N	0612000110	6596	None	SHOPP
FRE_33_0.0	FRE_33_0.0	In Fresno, Madera, Kern, and Tulare Counties at various locations	Retrofit bridges with composite; seismic retrofit	Highway	System Preservation	0	$3,405	2015	Not available	Caltrans	Status of Projects	N	0600000025	1243	None	SHOPP
FRE_33_10.9	FRE_33_11.1	East of Coalinga, at Jacalitos Crk Br	Bridge replacement	Highway	System Preservation	I	$7,577	2016	5/8/2006	Caltrans	Status of Projects/RTP	N	0600020388	1280	FRE070801	SHOPP
FRE_33_62.2	FRE_33_R62.5	In Mendota, from SR 180 to north end of Mendota	2C to 4C	Highway	System Expansion	IV	$8,250	Not available	Not started	City of Mendota	RTP	Y	None assigned	None assigned	Not available	Unknown
FRE_41_0.0	FRE_41_0.0	In Fresno on Routes 41, 99, 168, and 180 on freeway ramps at various locations	Install high-friction surface treatment	Highway	System Management	III	$800	Not available	Not available	Caltrans	Status of Projects	Y	0614000060	6702	None	SHOPP
FRE_41_R0.1	FRE_41_7.1	North of Excelsior Ave to north of Elkhorn Ave	2E to 4E	Highway	System Expansion	I	$52,767	2020	12/1/2000	Caltrans	Status of Projects/RTP	N	0600000436	1350	FRE021201	IIP
FRE_41_R3.0	FRE_41_M6.1	North of Lemoore, from Harlan Ave to Elkhorn Ave	Pavement preservation (CAPM)	Highway	System Preservation	II	$2,500	Not available	In process	Caltrans	Status of Projects	N	0613000047	6655	None	SHOPP
FRE_41_R14.1	FRE_41_R14.1	At Manning Ave	New interchange	Highway	System Expansion	IV	$15,000	Not available	Not started	County of Fresno	RTP	Y	None assigned	None assigned	Not available	Unknown

DSMP PROJECT LIST

County_Route _Beg. PM	County_Route_ End PM	Location	Project Description	Mode	CTC Project Category	Tier[1]	Est. Total Cost ($1000)	Proposed Completion Year	PID Completion Date	Lead Agency	Source Document	Unconst. RTP	Project ID #	PPNO	RTP ID#	Funding Source
FRE_41_R18.1	FRE_41_R18.1	At American Ave	Add ramps to interchange	Highway	System Expansion	IV	$47,140	Not available	Not started	County of Fresno	RTP	Y	None assigned	None assigned	Not available	Unknown
FRE_41_R19.1	FRE_41_R19.1	At Central Ave	New interchange	Highway	System Expansion	IV	$15,000	Not available	Not started	County of Fresno	RTP	Y	None assigned	None assigned	Not available	Unknown
FRE_41_20.0	FRE_41_R33.3	In Fresno, from North Ave to north of the San Joaquin River	Fiber optic system	Highway	System Management	II	$2,185	2020	12/2/2009	Caltrans	Status of Projects	N	0600000481	1413	None	SHOPP
FRE_41_R23.0	FRE_41_R26.5	In Fresno, from "O" St to Tulare St	Widen auxiliary lane and improve ramps	Highway	System Management	II	$15,000	2040	Not available	Caltrans	Status of Projects/RTP	N	None assigned	6301	FRE070203	SHOPP
FRE_41_R23.0	FRE_41_R30.5	In Fresno, from "O" St to Herndon Ave	Construct auxiliary lanes and improve on and off-ramps	Highway	System Expansion	IV	$305,475	Not available	Not started	City of Fresno	RTP	Y	None assigned	None assigned	Not available	Unknown
FRE_41_R23.0	FRE_41_R23.0	In Fresno County on Route 41	Polyester concrete overlay	Highway	System Preservation	0	$2,624	Not available	Not available	Caltrans	Status of Projects	N	0613000111	6670	None	SHOPP
FRE_41_R23.0	FRE_41_R23.8	In Fresno, from "O" St to Divisadero St	Add SB auxiliary lane	Highway	System Management	IV	$7,000	Not available	Not started	City of Fresno	RTP	Y	None assigned	None assigned	Not available	Unknown
FRE_41_R23.8	FRE_41_R26.5	In Fresno, from Divisadero St to Shields Ave	6F to 8F and widen SB off-ramp at Divisadero St	Highway	System Expansion	IV	$43,000	Not available	Not started	City of Fresno	RTP	Y	None assigned	None assigned	Not available	Unknown
FRE_41_R24.5	FRE_41_R24.8	In Fresno on Route 41 from the Route 180/41 connector to the Olive Avenue undercrossing and on Route 180 from the Blackstone undercrossing to the Route 180/41 connector	Construct concrete guard rail	Highway	System Management	0	$1,100	2017	10/4/2011	Caltrans	Status of Projects	N	0600000964	6547	None	SHOPP
FRE_41_R25.2	FRE_41_R25.5	In Fresno, at McKinley Ave	Interchange improvements	Highway	System Management	IV	$5,211	2038	Not available	City of Fresno	Fehr and Peers Study	N	None assigned	None assigned	None	Unknown
FRE_41_R25.2	FRE_41_R26.3	In Fresno, from McKinley Ave to Shields Ave	Add 1 NB and 1 SB auxiliary lane	Highway	System Expansion	IV	$16,000	Not available	Not started	City of Fresno	RTP	Y	None assigned	None assigned	Not available	Unknown
FRE_41_R25.2	FRE_41_R26.3	In Fresno, from McKinley Ave to Shields Ave	Add NB auxiliary lanes	Highway	System Expansion	IV	$14,500	Not available	Not started	City of Fresno	RTP	Y	None assigned	None assigned	Not available	Unknown
FRE_41_R25.2	FRE_41_R31.7	In Fresno at the Abby Ave, McKinley Ave, Shields Ave, Shaw Ave, Herndon Ave, and Friant Ave ramp locations	Install Concrete barriers	Highway	System Management	0	$1,443	2015	2/10/2012	Caltrans	Status of Projects	N	0600020013	6573	None	SHOPP
FRE_41_R26.3	FRE_41_R26.4	In Fresno, at Shields Ave	Interchange improvements	Highway	System Management	IV	$7,917	2038	Not available	City of Fresno	Fehr and Peers Study	N	None assigned	None assigned	None	Unknown
FRE_41_R26.5	FRE_41_R27.5	In Fresno, from Shields Ave to Ashlan Ave	7F to 8F (additional NB lane added in 2015 project)	Highway	System Expansion	IV	$16,800	Not available	Not started	City of Fresno	RTP	Y	None assigned	None assigned	Not available	Unknown
FRE_41_R26.5	FRE_41_R27.5	In Fresno, from Shields Ave to Ashlan Ave	Add 1 NB auxiliary lane	Highway	System Management	IV	$6,000	Not available	Not started	City of Fresno	RTP	Y	None assigned	None assigned	Not available	Unknown

DSMP PROJECT LIST

County_Route _Beg. PM	County_Route_ End PM	Location	Project Description	Mode	CTC Project Category	Tier[1]	Est. Total Cost ($1000)	Proposed Completion Year	PID Completion Date	Lead Agency	Source Document	Unconst. RTP	Project ID #	PPNO	RTP ID#	Funding Source
FRE_41_R27.3	FRE_41_R27.6	In Fresno, at Ashlan Ave	Interchange improvements	Highway	System Management	IV	$5,777	2038	Not available	City of Fresno	Fehr and Peers Study	N	None assigned	None assigned	None	Unknown
FRE_41_R28.3	FRE_41_R28.3	In Fresno, at Shaw Ave	Interchange improvements	Highway	System Management	IV	$6,398	2038	Not available	City of Fresno	Fehr and Peers Study	N	None assigned	None assigned	None	Unknown
FRE_41_R28.5	FRE_41_R29.5	In Fresno, from Shaw Ave to Bullard Ave	Construct NB auxiliary lane	Highway	System Management	IV	$6,000	Not available	Not available	City of Fresno	RTP	Y	None assigned	None assigned	Not available	Unknown
FRE_41_R28.5	FRE_41_R29.5	In Fresno, from Shaw Ave to Bullard Ave	7F to 8F (additional NB lane added in 2015 project)	Highway	System Expansion	IV	$16,800	Not available	Not started	Caltrans/City of Fresno	RTP	Y	None assigned	None assigned	Not available	Unknown
FRE_41_R29.3	FRE_41_R29.6	In Fresno, at Bullard Ave	Interchange improvements	Highway	System Management	IV	$15,129	2038	Not available	City of Fresno	Fehr and Peers Study	N	None assigned	None assigned	None	Unknown
FRE_41_R29.3	FRE_41_R33.4	In Fresno and Madera Counties at various locations	Roadside Safety Improvements	Highway	System Enhancement	III	$2,688	Not available	Not available	Caltrans	Status of Projects	Y	0613000151	6697	Not available	SHOPP
FRE_41_R29.5	FRE_41_R30.5	In Fresno, from Bullard Ave to Herndon Ave	6F to 8F	Highway	System Expansion	IV	$16,800	Not available	Not started	Caltrans/City of Fresno	RTP	Y	None assigned	None assigned	Not available	Unknown
FRE_41_R30.5	FRE_41_R31.8	In Fresno, from Herndon Ave to Friant Rd	6F to 8F	Highway	System Expansion	IV	$16,800	Not available	Not started	Caltrans/City of Fresno	RTP	Y	None assigned	None assigned	Not available	Unknown
FRE_41_R31.5	FRE_41_R31.8	In Fresno, at Friant Rd	Interchange improvements	Highway	System Management	IV	$3,097	2038	Not available	City of Fresno	Fehr and Peers Study	N	None assigned	None assigned	None	Unknown
FRE_41_33.3	FRE_41_33.4	On old SR 41	Bridge seismic retrofit	Highway	System Preservation	I	$3,455	2017	11/1/2011	Caltrans	Status of Projects	N	0612000114	6598	None	SHOPP
FRE_43_0.0	FRE_43_9.3	From the Kings County line to SR 99	2C to 4C	Highway	System Expansion	I	$90,000	2021	5/9/2001	Caltrans	Status of Projects/RTP	Y	None assigned	1490	Not available	TCRP
FRE_99_R3.7	FRE_99_R3.7	At Mtn View Ave	Interchange improvements	Highway	System Management	IV	$4,769	2038	Not available	County of Fresno	Fehr and Peers Study	N	None assigned	None assigned	Not available	Unknown
FRE_99_6.5	FRE_99_6.5	In Selma, at Floral Ave/SR 43 I/C	Replace bridge structure at Floral Ave	Highway	System Management	IV	$13,000	2040	Not available	County of Fresno	Fehr and Peers Study	N	None assigned	None assigned	Not available	Unknown
FRE_99_8.9	FRE_99_9.3	At Manning Ave	Interchange improvements	Highway	System Management	IV	$12,065	2038	Not available	County of Fresno	Fehr and Peers Study	N	None assigned	None assigned	Not available	Unknown
FRE_99_14.5	FRE_99_14.5	At American Ave	Interchange improvements	Highway	System Management	II	$51,820	2038	Not available	County of Fresno	RTP	N	None assigned	None assigned	FRE111352	Unknown
FRE_99_15.8	FRE_99_15.8	At the Central Ave/Chestnut Ave I/C	Interchange improvements	Highway	System Management	III	$82,700	2038	Not available	County of Fresno	99 Business Plan	N	None assigned	None assigned	Not available	Unknown
FRE_99_15.8	FRE_99_18.5	From Central Ave to Jensen Ave	6F to 8F	Highway	System Expansion	III	$47,100	2038	Not available	Caltrans	99 Business Plan/RTP	Y	None assigned	None assigned	Not available	Unknown
FRE_99_16.9	FRE_99_17.3	At North and Cedar Aves	Improve interchange	Highway	System Management	III	$81,775	2038	Not available	County of Fresno	RTP/Measure C	N	None assigned	None assigned	FRE111355/M	Measure
FRE_99_18.5	FRE_99_26.6	In Fresno, from Jensen Ave to Ashlan Ave	6F to 8F	Highway	System Expansion	III	$215,000	2038	Not available	Caltrans	99 Business Plan/RTP	Y	None assigned	None assigned	Not available	Unknown
FRE_99_18.5	FRE_99_29.5	In Fresno, from Jensen Ave to Bullard Ave	6F to 8F	Highway	System Expansion	IV	$266,000	Not available	Not started	Caltrans/City of Fresno	RTP	Y	None assigned	None assigned	Not available	Unknown
FRE_99_20.3	FRE_99_20.3	In Fresno, at Ventura Ave	Interchange improvements	Highway	System Management	III	$74,600	2038	Not available	City of Fresno	99 Business Plan	N	None assigned	None assigned	Not available	Unknown
FRE_99_20.5	FRE_99_21.0	In Fresno, from Tuolumne St to Stanislaus St	Interchange improvements	Highway	System Management	III	$13,000	2038	Not available	City of Fresno	99 Business Plan	N	None assigned	None assigned	Not available	Unknown

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FRE_99_20.7	FRE_99_24.4	In Fresno, from Fresno St to Clinton Ave	Add NB and SB auxiliary lanes	Highway	System Management	III	$125,000	2038	Completed/ Date not available	City of Fresno	99 Business Plan/RTP	Y	None assigned	1645	Not available	Unknown
FRE_99_22.6	FRE_99_22.9	In Fresno, at Belmont Ave	Interchange improvements	Highway	System Management	IV	$7,302	2038	Not available	City of Fresno	Fehr and Peers Study	N	None assigned	None assigned	Not available	Unknown
FRE_99_23.0	FRE_99_23.4	In Fresno, at Olive Ave	Interchange improvements	Highway	System Management	IV	$6,388	2038	Not available	City of Fresno	Fehr and Peers Study	N	None assigned	None assigned	Not available	Unknown
FRE_99_23.0	FRE_99_30.4	Between Belmont Ave and Herndon Ave	Install ramp metering and possibly widen ramps	Highway	System Management	II	$24,655	2020	4/27/2010	Caltrans	Status of Projects	N	600020018	None assigned	Not available	SHOPP
FRE_99_23.4	FRE_99_23.4	On Route 99 at Olive Avenue	Install signals and ramp meters at ramps	Highway	System Management	0	$$1,631	2016	Not available	Caltrans/City of Fresno	Status of Projects	N	0600000299	6549	Not available	SHOPP
FRE_99_23.5	FRE_99_26.2	In Fresno County from Olive Avenue to Ashlan Avenue and at Herndon Avenue	High speed train system; Fresno to Merced Segment	Commuter Rail	System Expansion	I	$110,952	2022	2010	High Speed Rail Authority	Status of Projects	N	0600020014	None assigned	Not available	Oversight, Reimbursed, Rail
FRE_99_23.7	FRE_99_26.2	In Fresno, between Clinton Ave and Ashlan Ave	Westerly realignment of SR 99 from Clinton Ave to Ashlan Ave to accommodate high speed train	Highway	System Expansion	I	$189,500	2018	Not available	High Speed Rail Authority	Status of Projects	N	0612000287	None assigned	Not available	Reimbursed, Rail
FRE_99_24.2	FRE_99_24.4	In Fresno, at Clinton Ave	Interchange improvements	Highway	System Management	IV	$430	2038	Not available	City of Fresno	Fehr and Peers Study	N	None assigned	None assigned	Not available	Unknown
FRE_99_26.3	FRE_99_26.7	In Fresno, at Ashlan Ave	Interchange improvements	Highway	System Management	IV	$7,604	2038	Not available	City of Fresno	Fehr and Peers Study	N	None assigned	None assigned	Not available	Unknown
FRE_99_26.7	MAD_99_R1.17	In Fresno and Madera Counties between Ashlan Ave to Ave 7	6F to 8F and Install New Bridge	Highway	System Expansion	0	$54,586	2014	6/29/2001	Caltrans	Status of Projects	N	0600000972	6274A	Not available	99 Bond
FRE_99_27.3	FRE_99_28.3	In Fresno, at the Shaw Ave I/C	Reconstruct interchange	Highway	System Management	I	$9,075	2024	6/12/2001	Caltrans	Status of Projects	N	None assigned	1728	Not available	TCRP
FRE_99_28.8	FRE_99_30.1	In Fresno, between Herndon Ave and Shaw Ave, and on Veterans Blvd between Shaw Ave and Polk Ave	New interchange	Highway	System Expansion	I	$54,860	2018	Not available	City of Fresno	Status of Projects	N	0600000935	6289	Not available	Measure, Local, Oversight
FRE_99_30.0	FRE_99_30.8	In Fresno, at Herndon Ave	Oversight, remove off-ramp and intersection improvements	Highway	System Management	0	$2,959	2013	2/24/2012	City of Fresno	Status of Projects	N	0600020131	6500	Not available	Developer, Oversight
FRE_145_0.0	FRE_145_25.1	Near Five Points, from the I-5/SR 33 Jct and south of Manning Ave	AC overlay	Highway	System Preservation	II	$8,621	2018	6/5/2009	Caltrans	Status of Projects	N	0600020380	6306	Not available	SHOPP
FRE_145_34.1	FRE_145_34.15	From SPRR to SR 180	2C to 4C	Highway	System Expansion	IV	$43,370	Not available	Not started	Caltrans/County of Fresno	RTP	Y	None assigned	None assigned	Not available	Unknown

DSMP PROJECT LIST

County_Route _Beg. PM	County_Route_ End PM	Location	Project Description	Mode	CTC Project Category	Tier[1]	Est. Total Cost ($1000)	Proposed Completion Year	PID Completion Date	Lead Agency	Source Document	Unconst. RTP	Project ID #	PPNO	RTP ID#	Funding Source
FRE_145_32.8	FRE_145_33.4	In Kerman, at Jensen Ave	Construct Roundabout	Highway	System Management	0	$2,903	2014	8/20/2009	Caltrans	Status of Projects	N	0600000205	6441	Not available	SHOPP
FRE_145_35.2	FRE_145_41.2	Near Kerman, from SR 180 to the San Joaquin River Br	AC overlay	Highway	System Preservation	II	$3,600	2019	9/19/2007	Caltrans	Status of Projects	N	None assigned	6307	Not available	SHOPP
FRE_145_35.7	FRE_145_40.2	From Nielsen Ave to Shaw Ave	2C to 4C	Highway	System Expansion	IV	$42,000	Not available	Not started	Caltrans/County of Fresno	RTP	Y	None assigned	None assigned	Not available	Unknown
FRE_168_R0.0	FRE_168_R11.7	In Fresno and Clovis, from SR 180 to Shepherd Ave	Freeway maintenance access	Highway	System Preservation	II	$2,076	2015	9/9/2005	Caltrans	Status of Projects	N	0612000136	1772	Not available	SHOPP
FRE_168_R4.1	FRE_168_R4.5	In Fresno, at Shaw Ave	Interchange improvements	Highway	System Preservation	IV	$3,392	2038	Not available	City of Fresno	Fehr and Peers Study	N	None assigned	None assigned	Not available	Unknown
FRE_168_R5.4	FRE_168_R5.8	In Fresno and Clovis, at Bullard Ave	Interchange improvements	Highway	System Management	IV	$2,486	2038	Not available	City of Fresno	Fehr and Peers Study	N	None assigned	None assigned	Not available	Unknown
FRE_168_R6.9	FRE_168_R7.1	In Clovis, from the Herndon Ave UC to the Clovis Ave UC	Construct median barrier	Highway	System Preservation	II	$350	2016	Not completed	Caltrans	Status of Projects	N	0612000328	None assigned	Not available	SHOPP
FRE_168_R9.1	FRE_168_R11.7	In Clovis, from the Temperance OC to east of Shepherd Ave	Reclaimed water conversion	Highway	System Enhancement	II	$344	Not available	7/26/2011	Caltrans	Status of Projects	N	0600020721	6584	Not available	IIP, TE
FRE_168_11.7	FRE_168_T24.7	From Shepherd Ave to Millerton	2E on new alignment of 4-lane ROW	Highway	System Expansion	IV	$67,500	Not available	Not started	Caltrans/County of Fresno	RTP	Y	None assigned	None assigned	Not available	Unknown
FRE_168_T24.7	FRE_168_T31.2	From Millerton to Lodge Rd	2E on new alignment of 4-lane ROW	Highway	System Expansion	IV	$52,500	Not available	Not started	Caltrans/County of Fresno	RTP	Y	None assigned	None assigned	Not available	Unknown
FRE_168_T25.5	FRE_168_R32.9	At and near Prather, from north of Oak Crk Rd to north of SJ and "E" Rd	AC overlay	Highway	System Preservation	0	$4,372	2013	4/11/2012	Caltrans	Status of Projects	N	0600020366	6311	Not available	SHOPP
FRE_168_T29.0	FRE_168_T29.4	Near Prather, near Auberry Rd	Realign curve	Highway	System Managment	0	$5,170	2015	9/9/2010	Caltrans	Status of Projects	N	0600000353	6502	Not available	SHOPP
FRE_168_T30.2	FRE_168_T30.2	At the Auberry Rd Intersection	Intersection improvement	Highway	System Management	I	$3,899	2017	4/9/2012	Caltrans	Status of Projects	N	0600000301	6623	Not available	SHOPP
FRE_168_T32.1	FRE_168_57.6	Near Shaver Lake, from west of Prather Pond Rd and west of South Fork Tamarack	Replace, reline culverts	Highway	System Preservation	II	$2,053	2018	9/10/2007	Caltrans	Status of Projects	N	0613000046	6314	Not available	SHOPP
FRE_168_R36.0	FRE_168_R36.0	East of Prather, at Maynard Munger Vista Point	Enhance vista point	Highway	System Enhancement	0	$2,510	2014	9/2/2009	Caltrans	Status of Projects	N	0600020389	6465	Not available	IIP, TE
FRE_168_57.8	FRE_168_65.4	Near Huntington Lake, from west of the South Fork Tamarack Crk Br and west of Rancheria Crk Br	Replace, repair, and reline culverts	Highway	System Preservation	II	$2,515	2018	9/10/2007	Caltrans	Status of Projects	N	0613000045	6314	Not available	SHOPP
FRE_180_26.9	FRE_180_26.9	At the Fresno Sough Bridge	Scour mitigation	Highway	System Preservation	III	$900	Not available	Not available	Caltrans	Status of Projects	N	0613000189	6680	Not available	SHOPP
FRE_180_0.0	FRE_180_9.0	Extend to I-5	Construct highway	Highway	System Expansion	III	$219,188	2040	Not started	County of Fresno	Measure C	N	None assigned	None assigned	Not available	Unknown
FRE_180_34.6	FRE_180_38.6	From James Rd to Lake Ave	Add passing lanes	Highway	System Preservation	I	$11,782	2018	5/29/2008	County of Fresno	Status of Projects/RTP/	N	0612000080	1935	FRE111330/A	Measure, Reimbursed

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County_Route _Beg. PM	County_Route_ End PM	Location	Project Description	Mode	CTC Project Category	Tier[1]	Est. Total Cost ($1000)	Proposed Completion Year	PID Completion Date	Lead Agency	Source Document	Unconst. RTP	Project ID #	PPNO	RTP ID#	Funding Source
											Measure C					
FRE_180_47.7	FRE_180_53.6	From Dickenson to Brawley Ave	2C to 4E	Highway	System Expansion	IV	$50,000	Not available	Not started	Caltrans/County of Fresno	RTP	Y	None assigned	None assigned	Not available	Unknown
FRE_180_47.7	FRE_180_55.3	From Sequoia to Dickenson	2C to 4C	Highway	System Expansion	IV	$94,000	Not available	Not started	Caltrans/County of Fresno	RTP	Y	None assigned	None assigned	Not available	Unknown
FRE_180_R53.4	FRE_180_R55.8	In and near Fresno, from west of Brawley Ave to Teilman Ave	Highway planting	Highway	System Enhancement	0	$5,122	2016	9/27/1989	City of Fresno	Status of Projects/Measure C	N	0612000077	6489	Not available	RIP, Measure
FRE_180_R57.1	FRE_180_R57.5	In Fresno, at North Fulton St and Van Ness Ave	Improve interchanges	Highway	System Management	IV	Not available	2038	Not started	City of Fresno	Fehr and Peers Study	N	None assigned	None assigned	Not available	Unknown
FRE_180_R57.9	FRE_180_R60.4	On SR 180 between SR 41 and SR 168	Braided ramps	Highway	System Management	0	$51,000	2014	Not available	Caltrans	Status of Projects	N	0600000934	6276	Not available	Measure, Reimbursed
FRE_180_R62.6	FRE_180_R66.3	In Fresno, from west of the Clovis Ave OC to east of Temperance Ave	Highway planting and irrigation	Highway	System Enhancement	0	$6,843	2013	8/3/2010	County of Fresno	Status of Projects	N	0600000383	6434	Not available	RIP
FRE_180_S64.2	FRE_180_S65.5	In Fresno, at various locations	Water conversion	Highway	System Enhancement	II	$821	Not available	7/26/2011	Caltrans	Status of Projects	N	0600020720	6583	Not available	IIP, TE
FRE_180_R71.8	FRE_180_74.5	Near Centerville, from Quality Ave to Smith Rd	2C to 4E	Highway	System Expansion	0	$43,847	2015	3/29/1989	County of Fresno	Status of Projects/RTP/ Measure C	N	0600000381	0091B	FRE021107	TCRP, Oversight
FRE_180_R75.0	FRE_180_R78.2	Near Centerville and Minkler, from west of Smith Ave to east of Frankwood Ave	2C to 4E on new alignment	Highway	System Expansion	0	$90,050	2015	3/29/1989	County of Fresno	Status of Projects/RTP/ Measure C	N	0600000382	0091C	FRE021108	RIP, Measure, Reimbursed
FRE_180_77.2	FRE_180_77.2	At the Kings River Overflow Br	Bridge replacement	Highway	System Preservation	0	$6,403	2013	4/20/2010	Caltrans	Status of Projects	N	0600000118	6328	Not available	SHOPP
FRE_180_92.2, FRE_180_130.1	FRE_180_92.2, FRE_180_130.1	Mill Creek Br. 42-0080, Kings River Br. 42-0024	Upgrade rail	Highway	System Enhancement	III	$1,600	Not available	Not available	Caltrans	D6 Candidate PID SHOPP projects	Y	None assigned	6687	None	SHOPP
FRE_198_35.3	FRE_198_35.6	Near Huron, at the California Aqueduct Br	Bridge deck replacement	Highway	System Preservation	0	$3,760	2017	10/26/2011	Caltrans	Status of Projects	N	0612000096	6574	Not available	SHOPP
FRE_269_10.7	FRE_269_12.3	Near Huron, From north of Palmer Ave to south of SR 198	Construct new bridge and raise grade	Highway	System Preservation	0	$34,330	2019	1/14/2008	Caltrans	Status of Projects/RTP/ Measure C	N	0600020595	2184	FRE111349	SHOPP, Measure
KER_0_NA	LA_0_NA	Palmdale to Bakersfield	High speed train system	Commuter Rail	System Expansion	I	Not available	Not available	Not available	High Speed Rail Authority	Status of Projects	N	0600020051	6496	Not available	Oversight, Reimbursed, Rail
KER_0_NA	KER_0_NA	From I-5 to SR 48	South Beltway - Construct new expressway	Highway	System Expansion	III	$610,000	Not available	Not started	City of Bakersfield	RTP	Y	None assigned	None assigned	KER08RTP074	Unknown
KER_0_NA	KER_0_NA	From SR 58 to Morning Dr	East Beltway - construct new expressway	Highway	System Expansion	III	$200,000	Not available	Not started	City of Bakersfield	RTP	Y	None assigned	None assigned	KER08RTP078	Unknown
KER_5_5	KER_5_R15.8	From Ft. Tejon to SR 99	Widen to 10 lanes	Highway	System Expansion	IV	$86,000	Not available	Not started	Caltrans/County of Kern	RTP	Y	None assigned	None assigned	KER08RTP027	Unknown

DSMP PROJECT LIST

County_Route _Beg. PM	County_Route_ End PM	Location	Project Description	Mode	CTC Project Category	Tier[1]	Est. Total Cost ($1000)	Proposed Completion Year	PID Completion Date	Lead Agency	Source Document	Unconst. RTP	Project ID #	PPNO	RTP ID#	Funding Source
KER_5_8.5	KER_5_8.8	North of General Petroleum undercrossing to south of Grapevine undercrossing	Repair concrete channel	Highway	System Preservation	III	$650	Not available	Not available	Caltrans	Status of Projects	Y	0613000243	None assigned	None	Minor A
KER_5_10.4	KER_5_R15.8	Near Grapevine, from north of the Grapevine UC to north of SR 99	Replace AC panels with PCC	Highway	System Preservation	0	$2,499	2013	Not available	Caltrans	Status of Projects	N	0600020697	6571	Not available	SHOPP, Storm damage
KER_5_15.8	KER_5_82.3	In Kern County on SRs 5, 99, 58, and 204 at various locations	Wire theft restoration	Highway	System Preservation	0	$1,400	Not available	Not available	Caltrans	Status of Projects	N	0613000305	6665	None	SHOPP
KER_5_54.1	KER_5_54.1	In Kern County at the Buttonwillow Safety Roadside Rest Area	Water and sewer rehabilitation	Highway	System Enhancement	III	$2,000	2017	Not available	Caltrans	Status of Projects	Y	0613000150	6662	None	SHOPP
KER_5_56.4	KER_5_56.6	At 7th Std Rd	Reconstruct I/C	Highway	System Expansion	IV	$54,000	Not available	Not started	County of Kern	RTP	Y	None assigned	None assigned	KER08RTP028	Unknown
KER_5_62.5	KER_5_73.1	From the Lerdo OC to the SR 46 Separation	Replace PCC panels, grind concrete pavement, and crack seal AC shoulders	Highway	System Preservation	0	$6,383	2014	10/25/2011	Caltrans	Status of Projects	N	0612000091	6589	Not available	SHOPP
KER_14	KER_14	On SR 14 in Kern (limits of project unknown)	Widen (scope of project unknown)	Highway	System Expansion	III	Unknown	Unknown	Not Available	Caltrans	ITIP Programming Worksheet	N	None assigned	None assigned	Not available	IIP
KER_14_39.3	KER_14_40.3	North of Mojave, at Red Rock Canyon Br	Replace bridge (scour)	Highway	System Preservation	0	$30,485	2013	1/21/2010	Caltrans	Status of Projects	N	0600000119	6330	Not available	SHOPP, Scour
KER_14_53.0	KER_14_58.3	Near Ridgecrest, from south of SR 178 West to north of SR 178 West	Convert 2-lane to 4E	Highway	System Expansion	I	$48,887	2017	9/14/2001	Caltrans/County of Kern	Status of Projects/RTP	N	0612000197	8042B	KER08RTP006 /KER08RTP017/KER08RTP024	RIP, Measure, Oversight, LCO
KER_14_58.3	KER_14_62.3	Near Ridgecrest, from north of West SR 178 to north of the SR 178 East	Convert 2-lane to 4E	Highway	System Expansion	0	$44,888	2015	Not available	Caltrans/County of Kern	Status of Projects/RTP	N	0600020478	8042A	KER08RTP017 /KER08RTP024	RIP, IIP
KER_33_R11.5	KER_33_23.4	In Maricopa to Taft, Welch St to Midway Rd	Widen to 4 lanes	Highway	System Expansion	IV	$88,000	Not available	Not started	Caltrans/ County of Kern	RTP	Y	None assigned	None assigned	KER08RTP029	Unknown
KER_33_14.4	KER_33_17.9	In and near Taft from Cadet Road to the junction with SR 119	Rehabilitate roadway and widen shoulders	Highway	System Preservation	III	$6,630	2021	Not available	Caltrans	Status of Projects	Y	0614000067	3262	None	SHOPP
KER_43_12.2	KER_43_16.4	In Shafter, from 7th Std Rd to Euclid Ave	Widen to 4 lanes	Highway	System Expansion	IV	$37,000	Not available	Not started	Caltrans/ County of Kern	RTP	Y	None assigned	None assigned	KER08RTP030	Unknown
KER_43_0.0	KER_43_9.2	On SR 43 from south of SR 119 to SR 58	AC overlay and digouts	Highway	System Preservation	III	$4,771	2017	Not available	Caltrans	Status of Projects	Y	0614000066	3322	None	SHOPP
KER_43_0.1	KER_43_0.4	At the intersection of SR 119 and SR 43	Intersection improvements	Highway	System Enhancement	III	$1,160	2020	Not available	Caltrans	Status of Projects	Y	0612000293	6698	None	SHOPP
KER_43_16.1	KER_43_25.1	In Shafter and Wasco	ADA curb ramps	Highway	System Management	0	$2,383	2014	7/20/2012	Caltrans	Status of Projects	N	0612000090	6645	Not available	SHOPP, ADA
KER_43_R23.6	KER_43_R24.1	In Wasco, from Filburn Ave to Poso Drive	Landscape improvements	Highway	System Enhancement	0	$783	2014	Not available	Caltrans	Status of Projects	N	0612000238	6618	Not available	STIP

DSMP PROJECT LIST

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KER_46_27.5	KER_36_30.8	On SR 46 from the intersection of Browns Material Road to 0.3 mile east of Lost Hills Road	Widen 2-lan conventional to 4-lane expressway	Highway	System Expansion	0	$213,000	2019	Unknown	Caltrans	ITIP Programming Worksheet	N	612000176	3386	Not available	RIP, IIP
KER_46_30.5	KER_46_33.5	On SR 46 from the intersection of Lost Hills Road to east of the I-5 interchange	Convert 2-lane conventional to 4-lane conventional	Highway	System Expansion	0	$17,500	2016	Not available	Caltrans	Status of Projects	N	0612000175	3386C	None	STIP
KER_46_32.5	KER_46_32.5	Near Lost Hills, at I-5	Upgrade and widen I/C	Highway	System Expansion	IV	$130,000	Not available	Not started	County of Kern	RTP	Y	None assigned	None assigned	KER08RTP033	Unknown
KER_46_32.5	KER_46_46.0	From I-5 to Jumper Ave in Wasco	Widen to 4 lanes	Highway	System Expansion	IV	$118,000	Not available	Not started	Caltrans/County of Kern	RTP	Y	None assigned	None assigned	KER08RTP031	Unknown
KER_46_46.0	KER_46_51.2	Near Wasco, from west of Scofield Ave to SR 43	Widen to 4-lane	Highway	System Expansion	I	$53,070	Not available	9/6/2000	County of Kern	Status of Projects/RTP	Y	0600000411	3412	KER08RTP079	RIP
KER_46_51.0	KER_46_51.0	In Wasco, at the BNSF	Construct grade separation	Highway	System Management	IV	$39,500	Not available	Not started	City of Wasco	RTP	Y	None assigned	None assigned	KER08RTP119	Unknown
KER_46_51.2	KER_46_57.8	In Wasco, from SR 43 to SR 99	Widen to 4 lanes	Highway	System Expansion	IV	$70,000	Not available	Not started	City of Wasco/County of Kern/Caltrans	RTP	Y	None assigned	None assigned	KER08RTP032	Unknown
KER_46_57.5	KER_46_57.8	At SR 99	Bridge replacement	Highway	System Preservation	0	$18,706	2017	11/1/2011	Caltrans	Status of Projects	N	0612000105	6601	Not available	SHOPP
KER_46_57.5	KER_46_57.8	At SR 99	Onramp improvements	Highway	System Management	III	$1,346	2021	Not available	Caltrans	Status of Projects	Y	None assigned	None assigned	Not available	Local
KER_58_VAR	KER_58_VAR	Various locations in Bakersfield	Ramp improvements	Highway	System Management	II	$32,600	2035	Not started	City of Bakersfield	RTP	N	None assigned	None assigned	KER08RTP103	Unknown
KER_58_31.6	KER_58_40.0	From I-5 to SR 43	Widen to 4 lanes	Highway	System Expansion	IV	$31,000	Not available	Not started	Caltrans/County of Kern	RTP	Y	None assigned	None assigned	KER08RTP032	Unknown
KER_58, 99_T31.7	KER_58, 99_R55.4	In Bakersfield, from I-5 to Cottonwood Rd	Construct 6/8-lane freeway	Highway	System Expansion	0	$695,000	2019	1/4/2012	City of Bakersfield	Status of Projects/RTP	N	None assigned	3705	KER08RTP077 /KER08RTP020	RIP, Oversight, Demo
KER_58_36.3	KER_58_39.9	From east of Gatson St to SR 43	Widen shoulders and install rumble strips	Highway	System Preservation	0	$3,575	2014	11/5/2012	Caltrans	Status of Projects	N	0612000165	6638	Not available	SHOPP
KER_58_39.9	KER_58_46.1	From SR 43 to Allen Rd	Widen to 4 lanes	Highway	System Expansion	II	$59,000	2027	Not started	Caltrans/County of Kern	RTP	N	None assigned	None assigned	KER08RTP092	Unknown
KER_58_39.9	KER_58_44.0	In Bakersfield, future SR 58, from I-5 to Heath Rd at Stockdale Hwy	Construct new freeway	Highway	System Expansion	IV	$500,000	Not available	Not	Caltrans/City of Bakersfield	RTP	Y	None assigned	None assigned	KER08RTP114	Unknown
KER_58_46.1	KER_58_51.7	In Bakersfield, from west of Allen Rd to SR 99	Widen to 4 or 6 lanes	Highway	System Expansion	0	$29,400	2014	2/23/1012	City of Bakersfield	Status of Projects/RTP	N	0600000076	6393	KER08RTP007 /KER08RTP090	RIP, Demo
KER_58_50.9	KER_58_50.9	Near Bakersfield, at the Minkler Spur/Landco	Construct grade separation	Highway	System Management	III	$17,400	Not available	Not started	Caltrans	RTP	N	None assigned	None assigned	KER08RTP118	Unknown
KER_58_T52.1	KER_58_R52.3	At the SR 58/99 separation	Install temporary concrete barrier, K-rail, and friction treatment	Highway	System Management	III	$450	Not available	Not available	Caltrans	Status of Projects		0613000297	6690	None	SHOPP
KER_58_R52.4	KER_58_R55.5	In Bakersfield, from SR 99 to Cottonwood Rd	4F to 6F	Highway	System Expansion	0	$20,710	2014	3/18/2009	City of Bakersfield	Status of Projects	N	0600020167	6257	Not available	Reimbursed

DSMP PROJECT LIST

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KER_58_R52.4	KER_58_R55.7	In Bakersfield, at various locations, from east of SR 99 to east of Cottonwood Rd	Freeway maintenance access	Highway	System Enhancement	0	$1,687	2016	3/2/2012	Caltrans	Status of Projects	N	0612000121	3440	Not available	SHOPP
KER_58_R52.7	KER_58_R55.5	In Bakersfield from SR 58/99 separation to Cottonwood Road	Pavement Rehabilitation	Highway	System Preservation	III	$22,550	2015	Not available	Caltrans	Status of Projects	Y	0614000009	6678	Not available	SHOPP
KER_58_69.7	KER_58_69.7	Near General Beale Rd	Construct new truck weigh station	Highway	System Enhancement	III	$11,000	Not available	Not available	Caltrans	RTP	Y	None assigned	None assigned	KER08RTP034	Unknown
KER_58_69.7	KER_58_69.7	At General Beale Rd	Construct new I/C	Highway	System Expansion	IV	$54,000	Not available	Not started	County of Kern	RTP	Y	None assigned	None assigned	KER08RTP037	Unknown
KER_58_69.7	KER_58_93.9	From General Beale Rd to east of Tehachapi	Construct truck auxiliary lanes and escape ramp	Highway	System Managment	III	$86,000	Not available	Not available	Caltrans	RTP	Y	None assigned	None assigned	KER08RTP035	Unknown
KER_58_74.2	KER_58_77.06	At Bena Rd, SR 223, and Bealeville Rd	Construct new interchange and frontage road	Highway	System Expansion	IV	$54,000	Not available	Not started	County of Kern	RTP	Y	None assigned	None assigned	KER11RTP138	Unknown
KER_58_85.0	KER_58_85.3	In the City of Tehachapi at the Broome Road interchange	Widen intersection to accommodate permit load traffic	Highway	System Management	III	$75	Not available	Not available	Caltrans	Status of Projects	Y	0612000018	None assigned	None	Minor A
KER_58_R88.5	KER_58_R99.8	In Tehachapi from west of Tehachapi Creek to Cache Creek	Pavement Preservation	Highway	System Preservation	III	Not available	Not available	Not available	Caltrans	Status of Projects	Y	0614000041	None assigned	None	SHOPP
KER_58_R92.1	KER_58_R93.2	In Tehachapi, at Dennison Rd Br	Replace OC with 4-lane OC and construct partial cloverleaf interchange	Highway	System Preservation	I	$19,018	2018	5/19/2000	County of Kern/City of Tehachapi	Status of Projects/RTP	Y	None assigned	3482	KER08RTP036	RIP
KER_58_R94.1	KER_58_R94.1	Near Tehachapi at Summit overhead	Replace Bridge Rails	Highway	System Management	III	$1,112	2018	Not available	Caltrans	Status of Projects	Y	0613000145	6673	None	SHOPP
KER_58_94.4	KER_58_94.4	In Tehachapi, at the westbound Tehachapi Summit I/C	Widen intersection	Highway	System Management	II	$1,128	Not available	In process	Caltrans	Status of Projects	N	0600020488	6648	None	SHOPP
KER_58_R99.0	KER_58_R100.3	Near Tehachapi at Cache Creek bridge from west of Sand Canyon undercrossing to east of Sand Canyon undercrossing	Replace Bridges	Highway	System Preservation	III	$8,182	2018	Not available	Caltrans	Status of Projects	Y	0613000152	6674	None	SHOPP
KER_58_R99.3	KER_58_R99.7	At Sand Canyon Br	Bridge replacement - WB	Highway	System Preservation	0	$4,527	2013	11/14/2011	Caltrans	Status of Projects	N	0600000241	6459	Not available	SHOPP
KER_58_R99.3	KER_58_R99.7	At Sand Canyon Br	Bridge replacement - EB	Highway	System Preservation	0	$4,277	2015	10/25/2011	Caltrans	Status of Projects	N	0612000095	6588	Not available	SHOPP
KER_65_R0.0	KER_65_25.2	From SR 99 to the Tulare County line	Construct passing lanes and intersection improvements	Highway	System Management	I	$7,881	2019	10/9/1997	Caltrans	Status of Projects	N	0600000444	3494	Not available	TCRP

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County_Route _Beg. PM	County_Route_ End PM	Location	Project Description	Mode	CTC Project Category	Tier[1]	Est. Total Cost ($1000)	Proposed Completion Year	PID Completion Date	Lead Agency	Source Document	Unconst. RTP	Project ID #	PPNO	RTP ID#	Funding Source
KER_65_0.7	KER_65_2.9	From James Rd to Merle Haggard Dr	Widen to 4 lanes	Highway	System Expansion	II	$3,000	2023	Not started	City of Bakersfield	RTP	N	None assigned	None assigned	KER08RTP093	Unknown
KER_65_0.7	KER_65_25.2	From James Rd to the Tulare County line	Widen to 4 lanes	Highway	System Expansion	III	$216,000	Not available	Not started	County of Kern/Caltrans	RTP	Y	None assigned	None assigned	KER08RTP039	Unknown
KER_99_VAR	KER_99_VAR	In Bakersfield, at various locations	Ramp improvements	Highway	System Managment	II	$37,000	2035	Not started	Caltrans	RTP	N	None assigned	None assigned	KER08RTP105	Unknown
KER_99_13.4	KER_99_17.0	From Bear Mtn Blvd (SR 223) to SR 119	6F to 8F	Highway	System Expansion	III	$52,000	2035	Not started	Caltrans	99 Business Plan/RTP	Y	None assigned	None assigned	KER08RTP137	Unknown
KER_99_0.5	KER_99_57.5	In Kern and Tulare Counties on SR 99 at various locations from the 99/I-5 separation to the Kern County Line Road overcrossing	Bridge enhancement	Highway	System Management	0	$1,390	2018	Not available	Caltrans	Status of Projects	N	0600020714	None assigned	Unknown	IIP, TE
KER_99_17.0	KER_99_22.1	In Bakersfield, from south of SR 119 to Wilson Rd	6F to 8F	Highway	System Expansion	0	$29,372	2013	5/12/2010	City of Bakersfield	Status of Projects/RTP	N	0600020165	6268	KER08RTP077	RIP, 99 Bond, Local
KER_99_17.5	KER_99_29.9	In Bakersfield, at various locations from SR 119 to SR 65	99 corridor - bridge replacement	Highway	System Preservation	0	$1,640	2013	8/17/2005	Caltrans	Status of Projects	N	0600020034	6414	Not available	IIP, TE
KER_99_18.0	KER_99_19.2	In Bakersfield, at Hosking Ave	Construct new interchange	Highway	System Expansion	0	$35,000	2013	6/7/2006	City of Bakersfield	Status of Projects/RTP	N	0600000040	6273	KER08RTP009	Developer, Oversight
KER_99_19.5	KER_99_19.5	At Panama Lane and White Lane Bridges	Raise bridges	Highway	System Preservation	IV	$7,000	Not available	Not available	Caltrans	Status of Projects	Y	0614000010	6681	None	SHOPP
KER_99_21.6	KER_99_24.7	In Bakersfield, at various locations from the Planz Rd OC to north of the California Ave UC	Freeway maintenance access	Highway	System Enhancements	0	$2,059	2016	3/2/2012	Caltrans	Status of Projects	N	0612000122	3541	Not available	SHOPP
KER_99_24.1	KER_99_28.4	In Bakersfield at from Palm Ave overcrossing to Beardsley Canal Bridge	Roadway rehabilitation	Highway	System Preservation	III	$45,100	2017	Not available	Caltrans	Status of Projects	Y	0613000051	6661	None	SHOPP
KER_99_24.6	KER_99_24.6	In Bakersfield, on the SB on-ramp at SR 99 from westbound California Ave	Relocate right turn lane of the SB on-ramp to SR 99	Highway	System Management	0	$2,709	2013	3/30/2010	Caltrans	Status of Projects	N	0600000306	6486	Not available	SHOPP
KER_99_24.8	KER_99_24.8	In Bakersfield, at Minkler Spur	Construct grade separation	Highway	System Management	IV	$69,000	Not available	Not started	Caltrans/City of Bakersfield	RTP	Y	None assigned	None assigned	KER08RTP134	Unknown
KER_99_26.7	KER_99_R26.7	In Bakersfield, at the Airport Dr OC and at the Golden State Ave Sep	Seismic restoration	Highway	System Preservation	0	$10,139	2018	10/27/2011	Caltrans	Status of Projects	N	0612000108	6605	Not available	SHOPP - Seismic
KER_99_27.0	KER_99_28.4	From the SR 99/204 OH to Beardsley Canal	6F to 8F	Highway	System Expansion	0	$12,500	2013	7/28/2010	City of Bakersfield	Status of Projects/RTP	N	0600020166	6267	KER08RTP104	RIP, Local
KER_99_27.3	KER_99_27.3	On SR 99 between Golden State Ave (SR 204) and Airport Drive	Extension and Connection to SR 204	Highway	System Management	0	$33,400	2019	Not available	City of Bakersfield	Status of Projects	Y	0614000033	3525	Unknown	Local, Oversight
KER_99_27.8	KER_99_27.8	At Olive Dr	Reconstruct interchange	Highway	System Expansion	III	$108,000	2035	Not started	City of Bakersfield	RTP	N	None assigned	None assigned	KER08RTP021	Unknown

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KER_99_28.4	KER_99_R30.5	From SR 204 or Beardsley Canal to 7th Std Rd	6F to 8F	Highway	System Expansion	III	$102,800	2035	Not started	City of Bakersfield	RTP	N	None assigned	None assigned	KER08RTP104 /KER08RTP138	Unknown
KER_99_R29.2	KER_99_R29.2	At Snow Rd	Construct new interchange	Highway	System Expansion	III	$138,200	2035	Not started	City of Bakersfield	RTP	N	None assigned	None assigned	KER08RTP115	Unknown
KER_99_R46.9	KER_99_48.6	Near Famoso and south of McFarland	Rumble strip	Highway	System Preservation	0	$1,444	2014	4/13/2012	Caltrans	Status of Projects	N	None assigned	6637	Not available	SHOPP
KER_99_48.4	KER_99_48.4	In McFarland, at Hanawalt Rd	New I/C	Highway	System Expansion	IV	$60,300	Not available	Not started	City of McFarland	RTP	Y	None assigned	None assigned	KER11RTP139	Unknown
KER_99_49.6	KER_99_49.6	At various locations	ADA compliance upgrades	Highway	System Management	0	$16,198	2014	5/18/2012	Caltrans	Status of Projects	N	0600000133	6485	Not available	SHOPP - ADA
KER_99_49.9	KER_99_50.4	In McFarland, Elmo Way/Perkins Ave	Interchange improvements	Highway	System Preservation	IV	$30,000	Not available	Not started	City of McFarland	RTP	Y	None assigned	None assigned	KER11RTP140	Unknown
KER_99_52.3	KER_99_52.7	In Delano, at Pond Rd	Interchange improvements	Highway	System Preservation	IV	$30,000	Not available	Not started	City of Delano	RTP	Y	None assigned	None assigned	KER11RTP142	Unknown
KER_99_54.2	KER_99_54.6	In Delano, at Woollomes Ave	Construct interchange upgrades	Highway	System Management	0	$5,000	2014	5/27/2009	City of Delano	Status of Projects/RTP	N	0600000113	6639	KER08RTP114	Local, Developer, Oversight
KER_99_54.2	KER_99_54.2	In Delano, at Woollomes Ave	Widen bridge to 4 lanes and reconstruct ramps	Highway	System Management	IV	$134,000	Not available	Not started	City of Delano	RTP	Y	None assigned	None assigned	KER08RTP056	Unknown
KER_99_54.5	KER_99_54.6	In Delano, from Woollomes Ave to the Glenwood St/High St OC	New overcrossing	Highway	System Management	IV	$30,000	Not available	Not started	City of Delano	RTP	Y	None assigned	None assigned	KER11RTP141	Unknown
KER_119_0.0	KER_119_0.0	In Fresno, Kern, and Tulare Counties, on SRs 33, 46, 63, 119, 216, and 223, at various locations	Install guardrail and extend culverts	Highway	System Preservation	0	$1,297	2013	10/23/2009	Caltrans	Status of Projects/RTP	N	0600000206	6462	KER08RTP022	SHOPP
KER_119_0.0	KER_119_6.3	In Taft, from SR 33 to Cherry Ave	Widen to 4 lanes	Highway	System Expansion	IV	$54,000	Not available	Not started	Caltrans/County of Kern	RTP	Y	None assigned	None assigned	KER08RTP040	Unknown
KER_119_5.5	KER_119_R13.3	Near Taft, from west of Cherry Ave to east of Elk Hills Rd	2C to 4E and add truck climbing lanes	Highway	System Expansion	I	$68,716	2018	2/16/1999	County of Kern	Status of Projects	N	0600000418	3645	Not available	RIP
KER_119_6.3	KER_119_19.8	From Buena Vista to I-5	Widen to 4 lanes	Highway	System Expansion	II	$31,300	2028	Not started	Caltrans/County of Kern	RTP	N	None assigned	None assigned	KER08RTP099	Unknown
KER_119_10.0	KER_119_R13.3	Near Taft, from Elk Hills Rd to Tupman Ave	Widen to 4 lanes	Highway	System Expansion	II	$48,000	2035	Not started	Caltrans/County of Kern	RTP	N	None assigned	None assigned	KER08RTP086	Unknown
KER_119_R13.3	KER_119_19.8	Near Taft, from Tupman Rd to I-5	Widen to 4 lanes	Highway	System Expansion	IV	$60,000	Not available	Not started	Caltrans/County of Kern	RTP	Y	None assigned	None assigned	KER08RTP041	Unknown
KER_119_19.9	KER_119_31.2	Near Pumpkin Center from 119/5 separation to 119/99 separation	Pavement rehab, widen shoulder, slope correction, realignment	Highway	System Preservation	III	$17,232	Not available	Not available	Caltrans	Status of Projects	Y	None assigned	3640	None	SHOPP
KER_155_L0.0	KER_155_1.5	In Delano, from SR 99 to Browning Rd	Reconstruct four lanes	Highway	System Preservation	IV	$32,000	Not available	Not started	City of Delano	RTP	Y	None assigned	None assigned	KER08RTP042	Unknown
KER_155_R0.2	KER_155_0.2	In Delano, at UPRR	Construct grade separation	Highway	System Management	IV	$39,500	Not available	Not started	Caltrans/City of Delano	RTP	Y	None assigned	None assigned	KER08RTP120	Unknown
KER_155_1.5	KER_155_1.5	Near Delano, at Browning Rd	Intersection improvements	Highway	System Management	II	Not available	Not available	In process	Caltrans	Status of Projects	N	None assigned	6636	Not available	SHOPP

DSMP PROJECT LIST

County_Route _Beg. PM	County_Route_ End PM	Location	Project Description	Mode	CTC Project Category	Tier[1]	Est. Total Cost ($1000)	Proposed Completion Year	PID Completion Date	Lead Agency	Source Document	Unconst. RTP	Project ID #	PPNO	RTP ID#	Funding Source
KER_166_0.0	KER_166_9.0	From SR 33 to west of the San Emigdio Creek Bridge	AC overlay	Highway	System Preservation	II	$5,228	2018	9/24/2007	Caltrans	Status of Projects	N	None assigned	6334	Not available	SHOPP
KER_166_5.0	KER_166_5.0	Near Maricopa, at Basic School Rd	Reconstruct intersection grade	Highway	System Management	IV	$518	Not available	Not started	Caltrans/County of Kern	RTP	Y	None assigned	None assigned	KER08RTP043	Unknown
KER_178_VAR	KER_178_VAR	In Bakersfield, at various locations	Ramp improvements	Highway	System Management	II	$37,000	2035	Not started	City of Bakersfield	RTP	N	None assigned	None assigned	KER08RTP106	Unknown
KER_178_0.0	KER_178_0.0	From SR 99 to SR 178 (east of the Haley St I/C)	New 8-lane freeway - Centennial	Highway	System Expansion	II	$87,500	2021	Unknown	City of Bakersfield	Status of Projects	N	None assigned	None assigned	Not available	Local, oversight
KER_178_0.0	KER_178_R5.6	Near Bakersfield, from the western end to Oswell St	Widen to 8 lanes	Highway	System Expansion	III	$140,500	2038	Unknown	City of Bakersfield	RTP	N	None assigned	None assigned	KER08RTP026	Unknown
KER_178-0.0	Ker_178_0.4	In Bakersfield on SR 58 from west of SR 99 to SR 99; from SR 99 to Olive Street; on SR 99 from south of SR 58 to north of 58	New 8-lane freeway	Highway	System Enhancement	0	$10,600	2016	Unknown	City of Bakersfield	Status of Projects	N	0600000495	6620	Unknown	Local, Oversight
KER_178_0.4	KER_178_1.9	In Bakersfield, from east of the Kern River Br to west of the Golden State Ave UC	Widen 24th St (SR 178) by one lane each direction	Highway	System Expansion	I	$34,000	2015	6/20/2011	City of Bakersfield	Status of Projects/RTP	N	0600000485	3706	KER08RTP014	Local, oversight
KER_178_R1.7	KER_178_R6.9	In Bakersfield, at various locations, from "M" St to east of Fairfax Rd	Freeway maintenance access	Highway	System Management	II	$1,539	2019	9/7/2005	Caltrans	Status of Projects	N	0613000037	3729	Not available	SHOPP
KER_178_2.0	KER_178_2.0	In Bakersfield, at SR 204	Construct interchange	Highway	System Expansion	III	$25,700	Not available	Not started	City of Bakersfield	RTP	N	None assigned	None assigned	KER08RTP095	Unknown
KER_178_2.0	KER_178_2.0	In Bakersfield, at SR 204	Reconstruct freeway ramps	Highway	System Management	III	$50,000	2035	Not started	City of Bakersfield	RTP	N	None assigned	None assigned	KER08RTP085	Unknown
KER_178_R7.0	KER_178_T9.1	In Bakersfield, at Morning Dr	Construct new interchange	Highway	System Expansion	0	$78,443	2013	1/10/2007	City of Bakersfield	Status of Projects	N	0600000041	6634	Not available	Local, Developer, Oversight
KER_178_R6.7	KER_178_T9.2	In Bakersfield, from Fairfax Rd to west of Morning Dr	Widen to 6 lanes	Highway	System Expansion	III	$806	2024	Not started	City of Bakersfield	RTP	N	None assigned	None assigned	KER08RTP111	Unknown
KER_178_R8.4	KER_178_T9.8	In Bakersfield, from east of Morning Dr to east of Miramonte Dr	Highway widening	Highway	System Expansion	0	$30,476	2014	6/23/2009	City of Bakersfield	Status of Projects/RTP	N	0600000075	6635	KER08RTP010 /011/KER08R TP112	Local, oversight
KER_178_8.7	KER_178_10.2	In Bakersfield, from Vineland Ave to Miramonte Dr	New interchange, widen to 6 lanes	Highway	System Expansion	III	$231,500	2030	Not started	City of Bakersfield	RTP	N	None assigned	None assigned	KER08RTP025	Unknown
KER_178_8.7	KER_178_T29.9	From Vineland Ave to China Garden Rd	New freeway	Highway	System Expansion	IV	$500,000	Not available	Not started	County of Kern	RTP	Y	None assigned	None assigned	KER08RTP044	Unknown
KER_178_10.2	KER_178_R11.0	Near Bakersfield, from Miramonte Dr to Rancheria Rd	Widen to 4 lanes	Highway	System Expansion	III	$11,700	2025	Not started	City of Bakersfield/County of Kern	RTP	N	None assigned	None assigned	KER08RTP084	Unknown
KER_178_14.3	KER_178_15.7	Near Bakersfield, at various locations near the Sidehill Viaduct	Construct concrete slab structures	Highway	System Preservation	0	$1,677	2013	Unknown	Caltrans	Status of Projects	N	0600020650	6551	Not available	SHOPP

DSMP PROJECT LIST

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KER_178_45.5	KER_178_47.7	West of Lake Isabella Blvd	AC overlay and shoulder widening	Highway	System Preservation	II	$9,865	2021	1/27/2006	Caltrans	Status of Projects	N	0600000416	3817	Not available	SHOPP
KER_178_100.6	KER_178_102.7	In Ridgecrest, from China Lake Blvd to Gemstone St	Reconstruct center median with raised center median	Highway	System Preservation	II	$1,402	Not available	In process	Caltrans	Status of Projects	N	0612000243	6649	Not available	SHOPP
KER_184_2.0	KER_184_7.9	From Panama Rd to SR 58	Widen to 4 lanes	Highway	System Expansion	III	$10,500	2031	Not started	County of Kern	RTP	N	None assigned	None assigned	KER08RTP100	Unknown
KER_184_8.0	KER_184_12.1	In Lamont, from SR 58 to SR 178	Widen to 4 lanes	Highway	System Expansion	III	$90,000	2035	Not started	County of Kern	RTP	N	None assigned	None assigned	KER08RTP045	Unknown
KER_184_8.4	KER_184_8.4	In Bakersfield, at the Union Pacific RR	Construct grade separation	Highway	System Management	III	$26,400	2027	Not started	Caltrans/City of Bakersfield	RTP	N	None assigned	None assigned	KER08RTP108	Unknown
KER_184_9.6	KER_184_9.6	In Bakersfield, Morning Dr/UPRR	Construct grade separation	Highway	System Management	IV	$69,000	Not available	Not started	Caltrans/City of Bakersfield	RTP	Y	None assigned	None assigned	KER08RTP122	Unknown
KER_184_9.6	KER_184_12.1	From Morning Dr to SR 178	Widen to 4 lanes	Highway	System Expansion	III	$5,000	2028	Not started	County of Kern	RTP	N	None assigned	None assigned	KER08RTP101	Unknown
KER_202_7.3	KER_202_R8.9	From Woodford-Tehachapi Rd to Tucker Rd	Widen to 4 lanes	Highway	System Expansion	IV	$9,705	Not available	Not started	County of Kern	RTP	Y	None assigned	None assigned	KER08RTP047	Unknown
KER_202_R9.7	KER_202_R9.7	In Tehachapi at the sand and salt shed	Construct crew room and utilities	Highway	System Management	III	$1,000	Not available	Unknown	Caltrans	Status of Projects	Y	0613000094	None assigned	None	Minor A
KER_204_4.1	KER_204_6.5	In Bakersfield, from SR 178 to Airport Dr	Widen to 6 lanes	Highway	System Expansion	III	$38,500	2027	Not started	City of Bakersfield	RTP	N	None assigned	None assigned	KER08RTP083	Unknown
KER_204_4.6	KER_204_6.7	In Bakersfield, from "M" St to SR 99	Construct operational improvements	Highway	System Management	IV	$100,000	Not available	Not started	City of Bakersfield/Caltrans	RTP	Y	None assigned	None assigned	KER08RTP082	Unknown
KER_204_5.1	KER_204_5.1	In Bakersfield, at "F" St	Construct interchange	Highway	System Expansion	III	$25,700	2027	Not started	City of Bakersfield	RTP	N	None assigned	None assigned	KER08RTP081	Unknown
KER_204_5.4	KER_204_6.7	In Bakersfield, from SR 99 to 178 at various locations	Place deck overlay, replace joint seals, and paint	Highway	System Preservation	0	$10,210	2016	5/18/2012	Caltrans	Status of Projects	N	0612000026	6587	Not available	SHOPP
KER_223_4.8	KER_223_17.2	From Old River Rd to east of Cuda Dr	Widen shoulders and install rumble strips	Highway	System Preservation	0	$4,917	2014	11/5/2012	Caltrans	Status of Projects	N	0612000262	6646	Not available	SHOPP
KER_223_R10.5	KER_223_R16.0	Near Arvin, from SR 99 to SR 184	Widen to 4 lanes	Highway	System Expansion	IV	$69,011	Not available	Not started	Caltrans/County of Kern	RTP	Y	None assigned	None assigned	KER08RTP048	Unknown
KER_223_21.2	KER_223_31.9	East Arvin City Limits to SR 58	Widen to 4 lanes	Highway	System Expansion	IV	$64,698	Not available	Not started	Caltrans/County of Kern	RTP	Y	None assigned	None assigned	KER08RTP049	Unknown
KER_395_0.0	KER_395_R29.6	From the San Bernardino County line to SR 14	Widen to 4 lanes	Highway	System Expansion	IV	$244,000	Not available	Not started	Caltrans/County of Kern	RTP	Y	None assigned	None assigned	KER08RTP050	Unknown
KER_395_R13.9	KER_395_30.6	Near Ridgecrest, from south of China Lake Blvd to north of SR 14	Convert to 4E	Highway	System Expansion	I	$184,600	Not available	9/4/2001	Caltrans/County of Kern	Status of Projects	N	0600000441	8539	Not available	RIP, IIP
KER_395_R15.0	KER_395_R23.5	Near Ridgecrest, from China Lake Blvd to SR 178	Construct passing lanes	Highway	System Management	III	Not available	2024	Not started	Caltrans	RTP	N	None assigned	None assigned	KER08RTP089	Unknown
KIN_0_0	KIN_0_0	Jersey Ave, from 17th St to 18 St	Widening from 2 to 4 lanes, install traffic signals, and curb and gutter	Off System	System Expansion	I	$1,695	Not available	2/21/2001	County of Kings	Status of Projects	N	None assigned	C5945	Not available	TCRP, Oversight
KIN_5_1.0	KIN_5_1.0	Near the Kern County Line	Construct safety roadside rest area	Highway	System Management	III	Not available	Not available	Not started	Caltrans	RTP	N	None assigned	None assigned	Not available	Unknown

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KIN_5_9.0	KIN_5_16.5	Near Kettleman City, from south of the Utica Ave OC to SR 41	Overlay 2R	Highway	System Preservation	II	$13,588	2016	10/25/2011	Caltrans	Status of Projects	N	0612000086	6594	None	SHOPP
KIN_5_16.6	KIN_5_16.6	In Kettleman City at the I-5/SR 41 overcrossing; I-5 NB off ramp to SR 41	Ramps resurfacing	Highway	System Preservation	III	$240	2015	Unknown	Caltrans	Status of Projects	Y	0600020670	None Assigned	None	Minor A
KIN_5_26.0	KIN_5_27.0	Near the Fresno County Line	Install changeable message signs	Highway	System Management	III	Not available	Not available	Not started	Caltrans	RTP	N	None assigned	None assigned	Not available	SHOPP
KIN_33_7.8	KIN_33_19.0	From SR 41 to the Fresno County Line	AC overlay	Highway	System Preservation	III	Not available	Not available	Not started	Caltrans	RTP	N	None assigned	None assigned	Not available	SHOPP
KIN_41_0.0	KIN_41_8.1	From the Kern County Line to SR 33, at various locations	Construct passing lanes	Highway	System Expansion	III	Not available	Not available	Not started	Not available	RTP	N	None assigned	None assigned	Not available	Unknown
KIN_43_0.0	KIN_43_1.5	From the Tulare County Line to SR 137	AC overlay and widen shoulders	Highway	System Preservation	III	Not available	Not available	Not started	Caltrans	RTP	N	None assigned	None assigned	Not available	SHOPP
KIN_43, 137_VAR	KIN_43, 137_VAR	On SRs 43 and 137 and Whitley Ave	Construct roundabout	Highway	System Preservation	0	$4,214	2017	6/12/2012	Caltrans	Status of Projects	N	0600000959	None assigned	Not available	SHOPP
KIN_43_2.8	KIN_43_2.8	In Corcoran, at 5 1/2 Ave	Relocate intersection	Highway	System Preservation	III	Not available	Not available	Not started	City of Corcoran	RTP	N	None assigned	None assigned	Not available	Unknown
KIN_43_18.2	KIN_43_18.2	In Hanford, at SR 198	Modify interchange	Highway	System Expansion	IV	$30,000	Not available	Not started	City of Hanford	RTP	Y	None assigned	None assigned	Not available	Unknown
KIN_43_22.3	KIN_43_22.3	At 10th Ave	Gateway	Highway	System Preservation	III	Not available	Not available	Not started	City of Hanford	RTP	N	None assigned	None assigned	Not available	Unknown
KIN_198_VAR	KIN_198_VAR	At various locations	Install changeable message signs	Highway	System Management	III	Not available	Not available	Not started	Caltrans	RTP	N	None assigned	None assigned	Not available	SHOPP
KIN-198_0.0	KIN_198_1.0	From the Fresno County Line to LNAS	Construct passing lanes	Highway	System Expansion	III	Not available	Not available	Not started	Not available	RTP	N	None assigned	None assigned	Not available	Unknown
KIN_198_0.0	KIN_198_7.2	From the Fresno County line to east of the South Rossi OH	Overlay 2R	Highway	System Preservation	0	$13,895	2015	9/22/2011	Caltrans	Status of Projects	N	0612000099	6590	Not available	SHOPP
KIN_198_8.9	KIN_198_10.1	In Kings County from SR 41 to 18-1/2 Avenue	Construct Interchange	Highway	System Expansion	0	$21,226	2015	Unknown	Caltrans	Status of Projects	N	0600000367	4330	Not available	RIP, STIP
KIN_198_R8.9	KIN_198_R10.5	In and near Lemoore, at 19th Ave	Install median barrier	Highway	System Preservation	0	$4,375	2014	9/21/2012	Caltrans	Status of Projects	N	0600020552	6622	Not available	SHOPP
KIN_198_R10.5	KIN_198_R10.8	Near Lemoore, at 18th Ave	Modify interchange	Highway	System Management	III	Not available	Not available	Not started	County of Kings	RTP	N	None assigned	None assigned	Not available	Unknown
KIN_198_15.5	KIN_198_15.5	At Hanford-Armona Road westbound on-ramp	Intersection improvements	Highway	System Management	III	$3,187	Not available	In process	Caltrans	Status of Projects	Y	0613000034	6651	Not available	SHOPP
KIN_198_R15.8	KIN_198_R15.9	In Hanford, at 13th Avenue	Modify interchange	Highway	System Expansion	0	$30,000	Not available	Not started	City of Hanford	RTP	Y	None assigned	None assigned	Not available	Unknown
KIN_198_R16.5	KIN_198_R17.2	At the 12th Ave OC	Reconstruct interchange	Highway	System Management	0	$25,093	2013	2/9/2004	City of Hanford	Status of Projects/RTP	N	0600000488	4348	Not available	RIP, Local
KIN_198_R20.0	KIN_198_R20.0	In Hanford, at 9th Ave	Construct new I/C	Highway	System Expansion	III	$40,000	Not available	Unknown	City of Hanford	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_0_NA	SCL_0_NA	From south of the Diridon Station in San Jose to east of the SR 152/SR 233 I/C, near Chowchilla	High speed train system	Rail	System Expansion	I	Not available	Not available	Unknown	HSRA	Status of Projects	N	None assigned	6493	Not available	Oversight, Reimbursed, Rail
MAD_41_0.0	MAD_41_1.3	From the Fresno County Line to Ave 10	Widen to 6 lanes	Highway	System Expansion	II	$5,780	2020	Not started	Caltrans/County of Madera	RTP	N	None assigned	None assigned	Not available	Unknown

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County_Route _Beg. PM	County_Route_ End PM	Location	Project Description	Mode	CTC Project Category	Tier[1]	Est. Total Cost ($1000)	Proposed Completion Year	PID Completion Date	Lead Agency	Source Document	Unconst. RTP	Project ID #	PPNO	RTP ID#	Funding Source
MAD_41_1.1	MAD_41_1.1	At Children's Blvd, SB on-ramp	Widen to 2 lanes	Highway	System Expansion	III	$23,800	Not available	Not started	County of Madera	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_41_1.1	MAD_41_1.1	At Children's Blvd, NB on-ramp	Widen to 2 lanes	Highway	System Preservation	II	$38,705	2035	Not started	County of Madera	RTP	N	None assigned	None assigned	Not available	Unknown
MAD_41_1.3	MAD_41_3.2	From Ave 10 to Ave 12	Construct 4F	Highway	System Expansion	II	$100,859	2022	Not started	Caltrans/County of Madera	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_41_1.9	MAD_41_4.5	Ave 12 Interchange	Construct new interchange and widen freeway	Highway	System Expansion	II	$44,906	2019	7/9/2008	County of Madera	Status of Projects/RTP	N	None assigned	5210	Not available	RIP, Measure, Developer
MAD_41_3.2	MAD_41_9.2	From Avenue 12 to SR 145	Freeway corridor study	Highway	System Expansion	0	Unknown	Unknown	Unknown	County of Madera	Status of Projects	N	0613000309	6692	Unknown	Local
MAD_41_3.2	MAD_41_9.2	From Avenue 12 to SR 145	AC overlay and widen shoulders	Highway	System Preservation	III	$5,000	Unknown	Unknown	Caltrans	Status of Projects	Y	None assigned	None assigned	Not available	SHOPP
MAD_41_3.2	MAD_41_9.3	From Ave 12 to SR 145	Widen to 4 lanes	Highway	System Expansion	II	Not available	2019	Not started	Caltrans/County of Madera	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_41_9.3	MAD_41_15.6	From SR 145 to Rd 406	2 to 4 lanes	Highway	System Expansion	IV	$38,400	Not available	Not started	County of Madera	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_41_9.4	MAD_41_10.5	At Rd 209	Intersection widening/improvement	Highway	System Management	II	$1,985	Not available	Unknown	County of Madera	Status of Projects	N	0600020159	None assigned	Not available	Oversight
MAD_41_11.7	MAD_41_13.4	At and around Ave 208	Construct passing lanes	Highway	System Expansion	0	$32,088	2014	5/8/2008	County of Madera	Status of Projects/RTP	N	0600000112	6606	Not available	RIP, Measure, Local, Reimbursed
MAD_41_15.6	MAD_41_17.9	From Rd 406 to Rd 200	2 to 4 lanes	Highway	System Expansion	IV	$14,600	Not available	Not started	County of Madera	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_41_17.9	MAD_41_23.5	From Rd 200 to Rd 416	2 to 4 lanes	Highway	System Expansion	IV	$33,700	Not available	Not started	County of Madera	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_41_23.5	MAD_41_28.0	From Rd 416 to Rd 415	2 to 4 lanes	Highway	System Expansion	IV	$33,800	Not available	Not started	County of Madera	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_41_28.0	MAD_41_32.4	From Rd 415 to Rd 420	2 to 4 lanes	Highway	System Expansion	IV	$24,000	Not available	Not started	County of Madera	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_41_32.43	MAD_41_35.5	In and near Oakhurst, from Rd 420 to SR 49	Widen to 4 lanes	Highway	System Expansion	IV	$36,748	2029	Unknown	Caltrans/County of Madera	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_41_35.8	MAD_41_38.9	Near Oakhurst from Road 426 to Bass Lake Road	Pavement preservation	Highway	System Preservation	III	$3,000	Unknown	Unknown	Caltrans	Status of Projects	Y	0614000043	None assigned	Not available	SHOPP
MAD_41_36.3	MAD_41_38.9	In Oakhurst, from Hartwell Rd to Rd 222	2 to 4 lanes	Highway	System Expansion	IV	$23,000	Not available	Not started	County of Madera	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_41_38.9	MAD_41_45.7	From Rd 222 to the Mariposa County Line	2 to 4 lanes	Highway	System Expansion	IV	Not available	Not available	Not started	County of Madera	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_49_0.0	MAD_49_4.5	From SR 41 to Rd 600	2 to 4 lanes	Highway	System Expansion	IV	$7,356	Not available	Not started	County of Madera	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_65_0.0	MAD_65_25.0	From SR 152 to SR 145	Construct new 4F	Highway	System Expansion	IV	$75,000	Not available	Not started	County of Madera	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_99_R0.8	MAD_99_R1.2	At Avenue 7	Interchange improvements	Highway	System Management	IV	$24,736	Not available	Not started	County of Madera	Fehr and Peers Study	N	None assigned	None assigned	Not available	Unknown
MAD_99_1.5	MAD_99_9.5	North of Avenue 7 overcrossing to south of Madera overcrossing	CAPM AC overlay	Highway	System Preservation	III	$3,000	Unknown	Unknown	Caltrans	Status of Projects	Y	0614000043	None assigned	Not available	SHOPP
MAD_99_0.9	MAD_99_28.2	At various locations, from the Ave 7 OC to the Le Grand Ave OC	99 Corridor - Bridge Enhancement	Highway	System Preservation	0	$37,572	2015	8/17/2005	Caltrans	Status of Projects	N	0600000043	4326	Not available	IIP, TE
MAD_99_1.7	MAD_99_7.5	Near Madera, from Ave 7 to Ave 12	4F to 6F	Highway	System Expansion	I	$104,920	2024	3/11/2008	Caltrans/County of Madera	Status of Projects/RTP	N	0612000158	6297	Not available	RIP, IIP

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County_Route _Beg. PM	County_Route_ End PM	Location	Project Description	Mode	CTC Project Category	Tier[1]	Est. Total Cost ($1000)	Proposed Completion Year	PID Completion Date	Lead Agency	Source Document	Unconst. RTP	Project ID #	PPNO	RTP ID#	Funding Source
MAD_99_R6.9	MAD_99_R8.2	In Madera, at Ave 12	Interchange improvements	Highway	System Management	0	$58,323	2015	12/23/2003	County of Madera	Status of Projects	N	0600000463	5346	Not available	RIP, 99 Bond, Measure, Local
MAD_99_R7.5	MAD_99_15.1	In and near Madera, from the Ave 12 OC to south of the Ave 18 1/2 OC	4F to 6F	Highway	System Expansion	I	$151,000	2020	11/28/2011	County of Madera	99 Business Plan/Status of Projects/RTP	N	0600000973	5335	Not available	RIP, Local, Reimbursed
MAD_99_10.0	MAD_99_26.8	Various locations in the Cities of Chowchilla and Madera	Roadside Safety Improvements	Highway	System Management	III	$1,623	In process	2017	Caltrans	Status of Projects	Y	0613000149	6675	Not available	SHOPP
MAD_99_10.1	MAD_99_10.4	In Madera, at Madera Ave (SR 145)	4 to 6 through lanes at interchange	Highway	System Expansion	IV	$29,634	Not available	Not started	City of Madera	Fehr and Peers Study	N	None assigned	None assigned	Not available	Unknown
MAD_99_10.7	MAD_99_11.2	In Madera, at 4th St	Widen the 4th St OC	Highway	System Management	0	$5,848	2013	5/6/2011	City of Madera	Status of Projects/RTP	N	0600000169	6436	Not available	RIP, Measure, Oversight, LCO
MAD_99_11.1	MAD_99_11.3	In Madera, at 2nd St	Interchange improvements	Highway	System Management	IV	$1,042	Not available	Not started	City of Madera	Fehr and Peers Study	N	None assigned	None assigned	Not available	Unknown
MAD_99_12.1	MAD_99_12.1	In Madera, at Cleveland Ave	Interchange improvements	Highway	System Management	IV	$25,762	2035	No	City of Madera	Fehr and Peers Study	N	None assigned	None assigned	Not available	Unknown
MAD_99_R12.3	MAD_99_R14.3	In Madera, at Ellis Ave	Construct new interchange	Highway	System Expansion	II	$75,000	2035	Not started	City of Madera	99 Business Plan/RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_99_13.5	MAD_99_14.7	Near Madera, at the Ave 17 OC	Modify interchange	Highway	System Preservation	II	$56,685	2016	10/12/2012	County of Madera	Status of Projects/RTP	N	0612000215	6298	Not available	Local, Reimbursed
MAD_99_14.4	MAD_99_20.5	In Madera County, from north of Ave 17 to Ave 21 1/2	4F to 6F	Highway	System Expansion	IV	Not available	Not available	Not started	County of Madera/Caltrans	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_99_20.2	MAD_99_22.7	Near Fairmead, at various locations, from south of the Ave 21 1/2 OC to SR 152	Construct median barrier	Highway	System Preservation	0	$3,064	2014	Unknown	Caltrans	Status of Projects	N	0600020447	None assigned	Not available	SHOPP
MAD_99_21.7	MAD_99_23.7	At SR 152	Reconstruct interchange and rail crossing	Highway	System Management	III	$90,800	2035	Not started	Caltrans	99 Business Plan/RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_99_22.5	MAD_99_29.4	From SR 152 to the Merced County Line	4F to 6F	Highway	System Expansion	III	$90,300	2035	Not started	Caltrans	99 Business Plan/RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_99_23.8	MAD_99_23.8	At Ave 24	Reconstruct I/C	Highway	System Expansion	IV	Not available	Not available	Not started	County of Madera	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_99_26.2	MAD_99_26.9	In Chowchilla, at SR 233	Construct Interchange - PID	Highway	System Expansion	II	$7,000	Unknown	In process	City of Chowchilla	Status of Projects	N	0612000307	6642	Not available	Local, Reimbursed
MAD_99_26.3	MAD_99_26.8	At the SR 99/SR 233 Interchange and at the Ash Slough Bridge	Construct interchange	Highway	System Expansion	II	$52,254	2022	9/1/2009	City of Chowchilla	Status of Projects/RTP	N	0600000038	6247	Not available	RIP, Local, Oversight
MAD_145_R0.0	MAD_145_1.9	From the Fresno County line to Ave 7	2 to 4 lanes	Highway	System Expansion	IV	$1,520	Not available	Not started	County of Madera	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_145_1.9	MAD_145_7.1	From Ave 7 to Ave 12	2 to 4 lanes	Highway	System Expansion	IV	$6,100	Not available	Not started	County of Madera	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_145_7.1	MAD_145_8.1	From Ave 12 to Ave 13	2 to 4 lanes	Highway	System Expansion	IV	$2,713	Not available	Not started	City of Madera	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_145_8.1	MAD_145_8.6	From Ave 13 to Almond Ave/Ave 13 1/2	2 to 4 lanes	Highway	System Expansion	IV	$2,200	Not available	Not started	City of Madera	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_145_8.6	MAD_145_9.0	From Ave 13 1/2 to SR 99	4 to 6 lanes	Highway	System Expansion	IV	Not available	Not available	Not started	Caltrans	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_145_9.1	MAD_145_9.7	In Madera, from SR 99 to Yosemite Ave	Widen from 2 to 4 lanes	Highway	System Expansion	II	$5,537	2022	Not started	Caltrans	RTP	N	None assigned	None assigned	Not available	Unknown

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County_Route _Beg. PM	County_Route_ End PM	Location	Project Description	Mode	CTC Project Category	Tier[1]	Est. Total Cost ($1000)	Proposed Completion Year	PID Completion Date	Lead Agency	Source Document	Unconst. RTP	Project ID #	PPNO	RTP ID#	Funding Source
MAD_145_9.3	MAD_145_9.9	In Madera, from Gateway to "C" St	4 to 6 lanes	Highway	System Expansion	IV	Not available	Not available	Not started	Caltrans	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_145_9.9	MAD_145_10.2	In Madera, from "C" St to Lake St	4 to 6 lanes	Highway	System Expansion	IV	Not available	Not available	Not started	Caltrans	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_145_10.2	MAD_145_11.0	In Madera, from Lake St to Tozer St	2 to 4 lanes	Highway	System Expansion	IV	$2,400	Not available	Not started	City of Madera	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_145_10.2	MAD_145_R12.6	In Madera, from Tozer St to Rd 29	2 to 4 lanes, with RR UP	Highway	System Expansion	IV	$16,400	Not available	Not started	City of Madera	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_145_R12.6	MAD_145_15.8	From Rd 29 to Rd 32	2 to 4 lanes	Highway	System Expansion	IV	Not available	Not available	Not started	Caltrans	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_145_15.8	MAD_145_25.5	From Rd 32 to SR 41	2 to 4 lanes	Highway	System Expansion	IV	Not available	Not available	Not started	County of Madera	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_152_L0.0	MAD_152_L15.3	From the Merced County Line to SR 99	AC overlay	Highway	System Preservation	II	$8,914	2017	8/14/2007	Caltrans	Status of Projects	N	None assigned	6343	Not available	SHOPP
MAD_152_R0.0	MAD_152_R0.1	From the Madera County Line to SR 59	4 to 6 lanes	Highway	System Expansion	IV	Not available	Not available	Not started	Caltrans	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_152_R0.1	MAD_152_L1.1	From SR 59 to Rd 4/Lincoln Ave	Median barrier and rumble strips	Highway	System Preservation	II	$1,700	2015	In process	Caltrans	Status of Projects	N	None assigned	None assigned	Not available	SHOPP
MAD_152_R0.1	MAD_152_L1.1	From SR 59 to Rd 4	4E to 6E	Highway	System Expansion	IV	Not available	Not available	Not started	Caltrans	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_152_L1.1	MAD_152_4.1	From Rd 4 to Rd 7	4E to 6E	Highway	System Expansion	IV	Not available	Not available	Not started	Caltrans	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_152_4.1	MAD_152_6.1	From Rd 7 to Rd 9	4E to 6E	Highway	System Expansion	IV	Not available	Not available	Not started	Caltrans	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_233_0.6	MAD_233_2.0	From Ave 23 1/2 to Palm Pkwy	2 to 4 lanes	Highway	System Expansion	IV	Not available	Not available	Not started	County of Madera	RTP	Y	None assigned	None assigned	Not available	Unknown
MAD_233_1.8	MAD_233_3.9	South of Palm Drive to the junction with the on/off ramps to/from SR 99	AC overlay – CAPM	Highway	System Preservation	III	$4,365	2018	Unknown	Caltrans	Status of Projects	Y	0614000065	5495	Not available	SHOPP
MPA_41_1.9	MPA_41_4.9	Near Fish Camp from south of Summit Rd to just south of Yosemite NP	Replace, reline culverts	Highway	System Preservation	II	$1,057	2019	9/19/2007	Caltrans	Status of Projects	N	0613000033	6344	Not available	SHOPP
TUL_63_0.5	TUL_63_0.5	In Tulare, at Seminole Ave	Traffic signal	Highway	System Management	III	Not available	2020	Not started	City of Tulare	RTP	N	None assigned	None assigned	TU-RTP11-051	Unknown
TUL_63_1.4	TUL_63_1.5	In Tulare, at Bella Oaks Dr	Traffic signal	Highway	System Management	III	Not available	2020	Not started	City of Tulare	RTP	N	None assigned	None assigned	TU-RTP11-031	Unknown
TUL_63_2.5	TUL-63_2.5	In Tulare, at Pacific Ave	Traffic signal	Highway	System Management	III	Not available	2025	Not started	City of Tulare	RTP	N	None assigned	None assigned	TU-RTP11-044	Unknown
TUL_63_10.1	TUL_63_10.7	In Visalia, from Riggin Ave to the St. Johns River	Widen from 2 to 4 lanes	Highway	System Expansion	III	Not available	2017	Not started	City of Visalia	RTP	N	None assigned	None assigned	VI-RTP11-039	Unknown
TUL_65_0.0	TUL_65_R6.6	In Tulare County, from the Kern County line to south of Ave 56	Widen 2C to 4E	Highway	System Expansion	I	$106,982	2029	Unknown	Caltrans, County of Tulare	Status of Projects/RTP	N	0600000970	8650D	CT-RTP07-001	RIP, TCRP
TUL_65_R6.1	TUL_65_R11.4	From north of the Orris UP to south of Ave 95	2C to 4E	Highway	System Expansion	I	$61,384	2025	Unknown	Caltrans, County of Tulare	Status of Projects/RTP	N	0600000969	8650C	TUL00-104	RIP, TCRP
TUL_65_R10.9	TUL_65_15.6	From north of Ave 80 to Ave 124	2C to 4E	Highway	System Expansion	I	$58,884	2021	Unknown	Caltrans, County of Tulare	Status of Projects/RTP	N	0600000968	8650B	TUL00-104	RIP, TCRP
TUL_65_R15.1	TUL_65_18.0	From Ave 120 to south of SR 190	2C to 4E	Highway	System Expansion	0	$28,253	2016	Unknown	Caltrans, County of Tulare	Status of Projects/RTP	N	0600000967	8650A	TUL00-104	RIP, TCRP
TUL_65_18.8	TUL_65_31.5	Near Porterville, south of Olive Avenue	Pavement Preservation –	Highway	System Preservation	III	$11,975	2016	Unknown	Caltrans	Status of Projects	Y	0613000049	6654	Not available	SHOPP

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County_Route _Beg. PM	County_Route_ End PM	Location	Project Description	Mode	CTC Project Category	Tier[1]	Est. Total Cost ($1000)	Proposed Completion Year	PID Completion Date	Lead Agency	Source Document	Unconst. RTP	Project ID #	PPNO	RTP ID#	Funding Source
		undercrossing to the junction with SR 137	CAPM													
TUL_65_21.3	TUL_65_21.4	In Porterville, at Grand Ave	Construct new interchange	Highway	System Management	III	Not available	2035	Not started	City of Porterville	RTP	N	None assigned	None assigned	CT-RTP07-023	Unknown
TUL_65_29.5	TUL_65_R38.3	From Hermosa Ave to SR 198	Construct 4E along a 2-lane county road	Highway	System Expansion	I	$101,711	2020	2/24/2000	County of Tulare	Status of Projects/RTP	N	0600000426	None assigned	CT-RTP07-005/004/002/001	RIP
TUL_65_32.0	TUL_65_39.6	In the City of Tulare, from Ave 236 to SR 198	AC overlay	Highway	System Preservation	II	$5,400	2014	In process	Caltrans	Status of Projects/RTP	N	0613000022	6349	Not available	SHOPP
TUL-99_VAR	TUL_99_VAR	South county interchanges	Minor widening and safety improvements	Highway	System Preservation	III	Not available	2032	Unknown	Caltrans	RTP	N	None assigned	None assigned	CT-RTP07-015	SHOPP
TUL_99_0.0	TUL_99_16.0	From the Kern County Line to south of Tipton	4F to 6F	Highway	System Expansion	II	$195,000	2035	Unknown	Caltrans/County of Tulare	99 Business Plan/RTP	Y	None assigned	None assigned	Not available	RIP, IIP
TUL_99_6.1	TUL_99_29.9	At various locations, from the Ave 48 OC to the Cross Ave OC	99 corridor - bridge enhancement	Highway	System Preservation	0	$877	2013	8/17/2005	Caltrans	Status of Projects	N	0600020035	6348	Not available	IIP, TE
TUL_99_10.0	TUL_99_R58.8	In Tulare and southern Fresno Counties, at various locations	Bridge enhancement	Highway	System Preservation	0	$2,143	2018	7/26/2011	Caltrans	Status of Projects	N	0600020717	6579	Not available	IIP, TE
TUL_99_16.0	TUL_99_25.5	South of Tipton to Ave 200	4F to 6F	Highway	System Expansion	III	Not available	2035	Not started	Caltrans/County of Tulare	RTP	N	None assigned	None assigned	CT-RTP-005	Unknown
TUL_99_19.4	TUL_99_19.4	At the Avenue 152 overcrossing	Deck replacement	Highway	System Preservation	III	$1,574	2018	Unknown	Caltrans	Status of Projects	Y	0600020717	6579	Not available	STIP
TUL_99_23.4	TUL_99_23.4	In Tulare, at Ave 184	Modify interchange	Highway	System Expansion	IV	$35,000	Not available	Not started	City of Tulare	RTP	Y	None assigned	None assigned	Not available	RIP, Local
TUL_99_23.5	TUL_99_23.5	In Tulare, at the Ave 184 OC	Repair bridge	Highway	System Preservation	0	$1,258	2014	Unknown	Caltrans	Status of Projects	N	0600020699	6572	Not available	SHOPP
TUL_99_25.0	TUL_99_27.6	From the Elk Bayou Br to the Paige Rd OC	Overlay 2R	Highway	System Preservation	0	$7,977	2014	10/25/2011	Caltrans	Status of Projects	N	0612000109	6593	Not available	SHOPP
TUL_99_25.4	TUL_99_30.5	In the City of Tulare, from Ave 200 to Prosperity Ave	4F to 6F	Highway	System Expansion	II	$158,079	2024	3/18/2009	Caltrans	Status of Projects/RTP	N	None assigned	6369	CTRTP07-004	IIP
TUL_99_25.4	TUL_99_27.6	In the City of Tulare, at Commercial Ave (AgriCenter)	Construct new interchange	Highway	System Expansion	III	Not available	2023	Out of date	City of Tulare	RTP	N	None assigned	None assigned	CT-RTP07-013	Unknown
TUL_99_25.5	TUL_99_25.5	In Tulare, at Ave 200	Modify interchange	Highway	System Expansion	IV	$35,000	Not available	Not started	City of Tulare	RTP	Y	None assigned	None assigned	Not available	RIP, Local
TUL_99_27.6	TUL_99_28.0	In the City of Tulare, at Paige Ave	Modify interchange	Highway	System Management	II	$18,802	Not available	9/20/1993	City of Tulare	Status of Projects/RTP	N	0600020130	6387	CT-RTP07-014	Oversight, Reimbursed
TUL_99_28.6	TUL_99_28.6	In Tulare, at Bardsley Ave	Modify interchange	Highway	System Expansion	IV	$1,200	Not available	Not started	City of Tulare	RTP	Y	None assigned	None assigned	Not available	RIP, Local
TUL_99_28.9	TUL_99_31.0	From Bardsley Road to Prosperity Avenue	Roadside Safety Improvements	Highway	System Management	III	$1,215	Not available	Not started	Caltrans	Status of Projects	Y		6700	Not available	SHOPP
TUL_99_29.6	TUL_99_29.6	In Tulare, at Tulare Ave	Modify interchange	Highway	System Management	IV	$1,100	Not available	Not started	City of Tulare	RTP	Y	None assigned	None assigned	Not available	RIP, Local
TUL_99_30.6	TUL_99_35.2	Near Tulare, from Prosperity Ave to south of the Ave 280 OC	4F to 6F	Highway	System Expansion	I	$135,713	2017	Unknown	Caltrans/County of Tulare	Status of Projects/RTP	N	0613000005	6400D	TUL08-107	RIP, IIP
TUL_99_31.3	TUL_99_32.6	Near Tulare, at Cartmill Ave	Modify interchange	Highway	System Management	0	$53,204	2014	10/30/2008	City of Tulare	Status of Projects/RTP	N	0600000368	6410	TUL08-402	Measure, Oversight
TUL_99_32.3	TUL_99_32.3	In Tulare, at Pacific Ave	New overcrossing	Highway	System Management	IV	$9,000	Not available	Not started	City of Tulare	RTP	Y	None assigned	None assigned	Not available	RIP, Local
TUL_99_33.2	TUL_99_33.3	Near Tulare, at "J" St	New overcrossing	Highway	System	III	Not	2027	Not started	City of Tulare	RTP	Y	None	None	TU-RTP11-	RIP, Local

DSMP PROJECT LIST

County_Route _Beg. PM	County_Route_ End PM	Location	Project Description	Mode	CTC Project Category	Tier[1]	Est. Total Cost ($1000)	Proposed Completion Year	PID Completion Date	Lead Agency	Source Document	Unconst. RTP	Project ID #	PPNO	RTP ID#	Funding Source
					Management		available						assigned	assigned	053	
TUL_99_35.2	TUL_99_37.3	Near Visalia, from south of the Ave 280 OC to south of the West Visalia OH	4F to 6F	Highway	System Expansion	0	$23,850	2013	Unknown	Caltrans/County of Tulare	Status of Projects/RTP	N	0612000241	6400C	Not available	RIP, IIP
TUL_99_36.5	TUL_99_36.5	Near Visalia, at Caldwell Ave	Widen on/off ramps and bridge structure	Highway	System Management	III	Not available	2027	Unknown	County of Tulare	RTP	N	None assigned	None assigned	CT-RTP07-011	Unknown
TUL_99_37.3	TUL_99_41.3	Near Goshen from the west Visalia OH to north of the North Goshen OH	4F to 6F	Highway	System Expansion	0	$51,107	2017	Unknown	Caltrans/County of Tulare	Status of Projects/RTP	N	0600020408	6400A	TUL08-107	RIP, IIP, 99 Bond
TUL_99_39.6	TUL_99_41.3	In Goshen, from north of the Mill Creek Ditch to north of the North Goshen OH	Reconstruct interchange	Highway	System Management	0	$66,720	2016	10/24/2003	Caltrans/County of Tulare	Status of Projects/RTP	N	0600000464	6423	TUL08-100	RIP, IIP, Measure, Local, Developer
TUL_99_41.3	TUL_99_53.9	In Tulare and Fresno Counties, in and near Kingsburg, from north of the North Goshen OH to north of SR 201	Widen to 6 lane	Highway	System Expansion	0	$102,757	2014	2/2/2000	Caltrans	Status of Projects/RTP	N	0600000366	6480	TUL02-121	IIP, 99 Bond, Demo
TUL_99_R48.5	TUL_99_R53.9	In Tulare and Fresno Counties, at various locations	Irrigation, planting, and paving	Highway	System Enhancement	0	$4,952	2014	Unknown	Caltrans	Status of Projects	N	0612000051	6480Y	Not available	99 Bond
TUL_99_48.8	TUL_99_48.8	At the Warlow Safety Roadside Rest Area near Kingsburg	Roadside rest area enhancement	Highway	System Enhancement	0	$844	2015	7/26/2011	Caltrans	Status of Projects	N	0600020718	6581	Not available	IIP, TE
TUL_99_R53.8	TUL_99_R53.8	At Mendocino Ave/Rd 12	Modify interchange	Highway	System Expansion	IV	$63,000	Not available	Not started	Caltrans/County of Fresno	RTP	Y	None assigned	None assigned	Not available	RIP, Local
TUL_137_15.3	TUL_137_15.6	From "J" Street to Kern Avenue	Remove and replace AC pavement and digouts	Highway	System Preservation	III	$692	2015	Not available	Caltrans	Status of Projects	Y	0613000113	6704	Not available	Minor A
TUL_137_17.6	TUL_137_27.4	From Tulare to Lindsay	2 to 4 lanes	Highway	System Expansion	IV	$100,000	Not available	Not started	Caltrans/County of Tulare	RTP	Y	None assigned	None assigned	Not available	RIP
TUL_137_18.0	TUL_137_18.0	In Tulare, at Morrison St	Traffic signal	Highway	System Preservation	III	Not available	2020	Not started	City of Tulare	RTP	N	None assigned	None assigned	TU-RTP11-050	Unknown
TUL_190_0.0	TUL_190_8.0	From SR 99 to west of Rd 184	AC overlay, shoulder widening, left turn channelization, and utility relocation	Highway	System Preservation	0	$25,462	2016	6/1/2010	Caltrans	Status of Projects	N	0600020148	6508	Not available	SHOPP
TUL_190_0.2	TUL_190_15.0	From SR 65 to SR 99	Widen from 2 to 4 lanes	Highway	System Expansion	III	Not available	2035	Not started	Caltrans/County of Tulare	RTP	N	None assigned	None assigned	CT-RTP07-008	Unknown
TUL_190_4.0	TUL_190_5.0	From the SR 99/190 separation to west of Road 160	Construct roundabout	Highway	System Management	III	$3,864	2017	Not available	Caltrans	Status of Projects	Y	0612000182	6624	Not available	SHOPP
TUL_190_13.1	TUL_190_17.3	From west of Westwood Road to east of Plano Street	Operational improvements at various locations	Highway	System Management	III	$9,000	Not available	Not available	Caltrans	Status of Projects	Y	0614000004	6693	Not available	Local
TUL_190_R15.1	TUL_190_16.9	From South Prospect Street to South Plano Street	Install concrete median barrier	Highway	System Management	III	$4,000	Not available	Not available	Caltrans	Status of Projects	Y	0614000105	None assigned	Not available	SHOPP
TUL_190_R15.2	TUL_190_16.6	From SR 65 to Main St	Widen from 4 to 6 lanes	Highway	System Expansion	IV	$4,289	Not available	Not started	City of Porterville	RTP	Y	None assigned	None assigned	Not available	RIP, Local

DSMP PROJECT LIST

County_Route _Beg. PM	County_Route_ End PM	Location	Project Description	Mode	CTC Project Category	Tier[1]	Est. Total Cost ($1000)	Proposed Completion Year	PID Completion Date	Lead Agency	Source Document	Unconst. RTP	Project ID #	PPNO	RTP ID#	Funding Source
TUL_190_16.5	TUL_190_16.6	In Porterville, at Main St	Widen on/off ramps and bridge structure	Highway	System Management	III	Not available	2027	Not started	City of Porterville	RTP	N	None assigned	None assigned	CT-RTP07-022	Unknown
TUL_190_20.9	TUL_190_21.3	Near Porterville, at Rd 284	Intersection improvement	Highway	System Management	0	$3,105	2015	9/28/2009	Caltrans	Status of Projects/RTP	N	0600000188	6428	RTP	SHOPP
TUL_190_34.7	TUL_190_39.4	Between Springville and Camp Nelson	Replace, reline culverts	Highway	System Preservation	II	$1,925	2020	9/10/2007	Caltrans	Status of Projects	N	None assigned	6286	Not available	SHOPP
TUL_198_VAR	TUL_198_VAR	Downtown Visalia	Widen on and off ramps and bridge structures at various interchanges	Highway	System Preservation	III	Not available	2022	Not started	City of Visalia	RTP	N	None assigned	None assigned	CT-RTP07-019	Unknown
TUL_198_R4.1	TUL_198_R5.0	In Visalia, from SR 99 to Plaza Dr and on Plaza Dr, from Airport Dr to Goshen Ave	Replacement planting	Highway	System Enhancement	0	$1,500	2014	Unknown	City of Visalia	Status of Projects	N	0612000172	0105Y	Not available	RIP, Oversight
TUL_198_r4.2	TUL_198_R4.8	From west of Road 80 overcrossing to Road 80 overcrossing; from Akers Street undercrossing to east of County Center Drive overcrossing	Install median barrier	Highway	System Management	III	$850	Not available	In process	Caltrans	Status of Projects	Y	0614000001	6689	Not available	SHOPP
TUL_198_R4.8	TUL_198_R4.8	In Visalia, at Plaza Dr	Modify interchange	Highway	System Management	I	$27,166	2014	7/6/1999	City of Visalia	Status of Projects/RTP	N	0600000417	0105	CT-RTP07-016	RIP, CMIA, Local, Oversight
TUL_198_5.8	TUL_198_5.8	In Visalia, at Shirk St	Widen on and off ramps and bridge structure	Highway	System Expansion	III	Not available	2022	Not started	City of Visalia	RTP	N	None assigned	None assigned	CT-RTP07-017	Unknown
TUL_198_6.8	TUL_198_6.8	In Visalia, at the Akers St UC	Minor widening and safety improvements	Highway	System Preservation	II	$1,000	2022	Not started	City of Visalia	Status of Projects/RTP	N	None assigned	None assigned	CT-RTP07-018	Unknown
TUL_198_R8.7	TUL_198_R9.6	In Visalia, on Mineral Kings and Noble (frontage of SR 198), from Mooney Blvd (SR 63) to Johnson Blvd	Widen bridge from 4 to 6 lanes	Off system	System Expansion	IV	$4,327	Not available	Not started	City of Visalia	RTP	Y	None assigned	None assigned	Not available	Local
TUL_198_R9.6	TUL_198_L9.0R	In Visalia, on Noble (south frontage of SR 198) from Johnson Blvd to Encina Blvd	Widen from 3 to 4 lanes	Off system	System Expansion	IV	$1,214	Not available	Not started	City of Visalia	RTP	Y	None assigned	None assigned	Not available	Local
TUL_198_L9.0R	TUL_198_R10.1	In Visalia, on Noble (south frontage of SR 198) from Encina Blvd to Garden Blvd	Widen from 3 to 4 lanes	Off system	System Expansion	IV	$2,051	Not available	Not started	City of Visalia	RTP	Y	None assigned	None assigned	Not available	Local
TUL_198_R11.6	TUL_198_R11.6	At Farmersville Blvd	Intersection improvements	Highway	System Management	III	$1,500	2015	Not available	Caltrans	Status of Projects	Y	0613000195	None assigned	Not available	Local
TUL_198_R11.5	TUL_198_R11.9	In Visalia, at Lovers Lane	Improve interchange	Highway	System Management	II	$8,600	2018	In process	City of Visalia	Status of Projects/RTP	N	0600020127	None assigned	CT-RTP07-020	Measure, Oversight, Reimbursed
TUL_198_R12.0	TUL_198_R12.0	At the Vista Ave Pedestrian OC	ADA compliance upgrades	Highway	System Management	0	$10,891	2014	6/15/2012	Caltrans	Status of Projects	N	0600000132	None assigned	Not available	SHOPP - ADA
TUL_198_R12.7	TUL_198_R12.7	Near Visalia, at Rd 148	Construct new interchange	Highway	System Expansion	III	Not available	2032	Not started	County of Tulare	RTP	N	None assigned	None assigned	CT-RTP07-021	Unknown

DSMP PROJECT LIST

County_Route _Beg. PM	County_Route_ End PM	Location	Project Description	Mode	CTC Project Category	Tier[1]	Est. Total Cost ($1000)	Proposed Completion Year	PID Completion Date	Lead Agency	Source Document	Unconst. RTP	Project ID #	PPNO	RTP ID#	Funding Source
TUL_198_R14.6	TUL_198_R14.7	At Rd 164 (Farmersville Blvd)	Major interchange improvements	Highway	System Preservation	III	Not available	2027	Not started	County of Tulare	Status of Projects/RTP	N	None assigned	None assigned	FA-RTP07-010	Unknown
TUL_201_12.24	TUL_201_21.2	On SR 201, at Sand Creek Br and the Friant-Kern Canal Br, and on SR 216, at the Kaweah River Br	Bridge rail replacement	Highway	System Preservation	0	$15,298	2017	10/4/2007	Caltrans	Status of Projects	N	0612000157	6521	Not available	SHOPP
TUL_216_1.9	TUL_216_2.9	In Visalia, from Lovers Ln to east of McAuliff St	Install landscaping	Highway	System Enhancement	III	$597	2017	Not available	City of Visalia	Status of Projects	Y	0613000056	0106Y	Not available	RIP
TUL_216_1.9	TUL_216_2.9	In Visalia, from Lovers Ln to east of McAuliff St	Widen and realign Houston Ave (SR 216)	Highway	System Expansion	0	$12,810	2013	2/22/2000	City of Visalia	Status of Projects/RTP	N	0600000425	0106	TUL08-111	RIP
TUL_216_2.5	TUL_216_3.0	Near Visalia, from Rd 144 to Rd 148	Widen from 2 to 4 lanes	Highway	System Expansion	III	Not available	2020	Not started	County of Tulare	RTP	N	None assigned	None assigned	CT-RTP11-002	Unknown
TUL_216_3.0	TUL_216_3.5	Near Visalia, from Rd 148 to Rd 152	Widen from 2 to 4 lanes	Highway	System Expansion	III	Not available	2030	Not started	County of Tulare	RTP	N	None assigned	None assigned	CT-RTP11-003	Unknown
TUL_245_0.0	TUL_245_0.0	In Woodlake, at Antelope Ave	Streetscape project	Highway	System Preservation	I	$400	Not available	Unknown	City of Woodlake	Status of Projects	N	0612000354	6633	Not available	RIP, Oversight, TE
TUL_245_6.2	TUL_245_7.2	Near Woodlake from Deltha Ave to Bravo Ave	Improve pedestrian access and ADA curb ramps	Highway	System Management	III	$850	2015	Not available	Caltrans	Status of Projects	Y	0600020513	None assigned	Not available	Minor A
TUL_245_7.0	TUL_245_7.2	In Woodlake, at SR 216	Oversight for the Woodlake Roundabout	Highway	System Preservation	0	$1,700	2014	Unknown	City of Woodlake	Status of Projects	N	0612000201	6608	Not available	Local, oversight
TUL_245_20.8	TUL_245_20.8	South of Badger, at Cottonwood Crk	Construct rock slope protection	Highway	System Preservation	0	$303	2013	Unknown	Caltrans	Status of Projects	N	0600020698	6569	Not available	SHOPP

[1] **Tier**

- **Tier 0:** Fully funded, programmed projects.
- **Tier I:** Partially programmed projects.
- **Tier II:** Fiscally constrained projects that are not programmed.
- **Tier III:** Candidate projects likely to be funded if additional funds become available but are not fiscally constrained.
- **Tier IV:** Projects that have a demonstrated need but are unlikely to either receive funding, or to be ready to be delivered, within the ten year time horizon. The projects are considered as a high priority by the District.

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APPENDIX B
GLOSSARY OF TERMS AND ACRONYMS

GLOSSARY

Bicycle Facilities: Bicycle facilities within the state are classified into four categories:

- **Class 1 Bikeways (Bike Paths):** Bike Paths are separate *off-highway* facilities for the exclusive use of bicyclists and with cross flow by motor vehicles minimized.
- **Class 2 Bikeways (Bike Lanes):** Bike Lanes are for preferential use by bicyclists and can be established within the paved area of state highways. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike lanes are separated from traffic lanes on California highways by the use of a painted 6" stripe on the pavement and are designated as bike lanes by the use of white R81 (Bike Lane), R-81A (Begin) and R81-B (End) "regulatory" signs. (MUTCD Chapter 9 - California Supplement - 2004).
- **Class 3 Bikeways (Bike Routes):** Bike Route are shared facilities which serve either to (a) provide continuity to other bike facilities (usually a Class 1 or Class 2 bikeway); or (b) to designate a preferred route through a high demand corridor. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike Routes are not separated from traffic lanes but are designated as bike routes through the use of green D11-1 (Bike Route), M4-11 (Begin) and M4-12 (End) "guide" signs. (MUTCD - Chapter 9 - 2003).
- **Shared Roadway (No Bikeway Designation):** Most bicycle travel on conventional state highways and local streets occurs on facilities without any bikeway designations, signs or striping. Virtually all highways in use by bicyclists for inter-city and recreational travel fall under this "share-the-road" scenario.

CMS: (Changeable Message Sign). A CMS is a full-matrix display sign used on State highways to provide motorists with an advanced warning of major highway incidents and route diversion information. CMSs are capable of displaying a variety of character heights and up to three lines of text. CMSs play increasingly important roles on State highways by improving operations and safety.

Classification of Roads:

- **Conventional (C):** A highway without access control, which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations. Example: 2C = 2 lane conventional highway.
- **Expressway (E):** An arterial highway with at least partial control of access, which may or may not be divided or have grade separations at intersections. Example: 4E = 4 lane expressway (note: 2 lane expressways are not common).
- **Freeway (F):** A highway to which the owners of abutting lands have no right or easement of access to or from their abutting lands. Access is controlled or restricted to interchanges and with grade separation at all intersections. Example: 6F = 6 lane freeway.
- **Functional Classification:** Guided by Federal legislation, functional classification refers to a process by which streets and highways are grouped into classes or systems, according to the character of the service that is provided, e.g., Principal Arterial, Minor Arterial, Collector, Local, etc.

Contract Phasing:

- **Begin Construction:** This is the phase when the contract for construction is approved and construction begins.
- **Complete Construction:** This is the phase when the completion of the construction contract occurs.

COG: See RTPA

CSMP: CSMP is a new system planning activity involving the development of strategies to manage the delivery of transportation services along specific segments of the most congested corridors in the District. Each CSMP presents an analysis of existing and future traffic conditions and proposes traffic management strategies and transportation improvements to maintain and enhance mobility. The CSMP is a CTC requirement for projects funded by the Corridor Mobility Improvement Account (CMIA) under Proposition 1B of 2006. The CSMP serves as a tool to monitor and maintain the mobility gains from corridor capacity improvements. The CSMP also maintains the Strategic Growth Plan requirement for monitoring corridor performance.

CTC: (California Transportation Commission). The California Transportation Commission (CTC) was established in 1978 by Assembly Bill 402 (Chapter 1106, Statutes of 1977) out of a growing concern for a single, unified California transportation policy. The Commission is responsible for the programming and allocating of funds for the construction of highway, passenger rail and transit improvements throughout California. The Commission also advises and assists the Secretary of Business, Transportation and Housing Agency and the Legislature in formulating and evaluating state policies and plans for California's transportation programs. The Commission is also an active participant in the initiation and development of State and Federal legislation that seeks to secure financial stability for the State's transportation needs.

Density: The number of vehicles occupying a given length of lane or roadway averaged over time, usually expressed as vehicles per mile or vehicles per mile per lane. Also see **V/C.**

DSMP: The DSMP is a strategic and policy planning document that portrays the District's vision of how the transportation system will be maintained, managed, and developed over a twenty-year and beyond period. The DSMP is developed in partnership with regional and local transportation planning agencies, transit districts, and air quality planning agencies. The DSMP summarizes twenty-year planning concepts as well as proposed transportation improvements on a system-wide level in order to provide a vision for the development of future transportation concepts and transportation development plans.

Facility:

- **Concept Facility:** A highway facility type and characteristic considered viable without improvement within the 25 year planning period given financial, environmental, planning and engineering factors.
- **Existing Facility:** Highway type and general characteristics in place at the time of the development of a TCR.

FTIP: See Project Programming

ICES: (Intermodal Corridor of Economic Significance). Significant NHS Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

ITMS: (Intermodal Transportation Management System). ITMS is a performance-based decision support system operating on a personal computer which allows "alternatives analysis" through the use of performance measures. ITMS incorporates intermodal system elements for freight and person movements using a spatial and attribute database thereby allowing management of transportation systems under existing and forecasted conditions. ITMS provides a new intermodal-planning tool using a common statewide data set for state and local transportation planners.

ITS: (Intelligent Transportation Systems). ITS refers to a wide variety of tools and techniques that focus on addressing transportation problems by improving the efficiency and safety of the existing transportation infrastructure. ITS works through the integration of high tech computing and information sharing.

ITSP: (Interregional Transportation Strategic Plan). The ITSP is a single document prepared by Caltrans to consolidate and communicate key elements of its ongoing long and short range planning. The ITSP serves as a counterpart to the RTPs prepared by the 43 RTPAs in California.

Lifeline Routes: See Route Designations

LOS: (Level of Service). Level of Service describes operating conditions a typical driver will experience on a typical day while driving on a particular facility. Like a report card, the LOS is defined in categories ranging from A-F. "A" represents the best traffic flow (low **v/c** ratio and delay, no impediments) through "F" representing the worse congestion (extremely high **v/c** ratio and delay, gridlock conditions).

MAP-21: "Moving Ahead for Progress in the 21st Century" Act is the first long-term highway authorization enacted since 2005. MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991. Prior to MAP-21, the last major changes at the federal level occurred with the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), more than 20 years ago.

MIS: (Major Investment Study). When the need for a major metropolitan transportation investment is identified and Federal funds are potentially involved, a major investment (corridor or sub-area) study is undertaken to develop or refine the plan. Upon completion, the MIS aids the area's Metropolitan Planning Organization (MPO), in cooperation with any participating agencies, on the design concept and scope of the investment.

MPO: See RTPA

Multi-Modal: Pertaining to the use of more than one mode of travel such as private vehicles, taxis, bicycles, mass-transit, paratransit, light and heavy rail, ferries, airplanes etc.

NHS: See Route Designation

NTN: See Route Designation

Non-attainment (pertaining to air quality): Identifies non-attainment status for CO (carbon monoxide), Ozone, and PM (particulate matter) within the subject air basin.

Overcrossing: (O/C) See Structures, Types of

PM: (MilePost Marker, Postmile or KP (Kilo Post). An 8" x 48" metal post marker along a State highway indicating a location using the postmile or similar designation. This is the distance in miles (or kilometers, in the case of Kilo Post measurements) that the given location is from the county line measuring from the south to the north or from the west to the east. Postmiles ascend in the northerly and easterly directions as determined by the route. The PM marker also includes an abbreviation for the County wherein its located (i.e., in Caltrans District 06: FRE = Fresno, KER = Kern, KIN = Kings, TUL = Tulare, MAD = Madera). As such, a PM marker located along SR 99 and displaying "MAD" and "6.25" would indicate that you are currently located in Madera County at a point 6.25 miles north of the Fresno/Madera County Line.

PROJECT PROGRAMMING: Separate programming documents prepared and adopted for somewhat different purposes, are required under State and Federal law. Transportation programming is the public decision making process that sets priorities and funds projects envisioned in long range transportation plans. It commits expected revenues over a multi-year period to transportation projects. Programming schedules high priority capital outlay projects for development and implementation. Programming documents include Federal, State, Regional and Metropolitan Transportation Plans, e.g., FTIP, ITIP, RTIP, SHOPP, STIP.

- **FTIP:** (Federal Transportation Improvement Program). To apply for federal highway funding a Federal statute requires MPOs to complete a Transportation Improvement Program. The MPO prepares the FTIP in cooperation with its member agencies (cities), its transit operators, State and Federal agencies, and with public involvement. The FTIP must by law be financially constrained and include a financial plan that demonstrates how projects can be implemented while the existing transportation system is being adequately operated and maintained. The FTIPs are in actuality a listing of planned federally funded capital improvements to the regions' transit systems along with associated Federal operating assistance program and Federal Statewide Transportation Improvement Program (FSTIP).

- **ITIP:** (Interregional Transportation Improvement Program). The ITIP is Caltrans' equivalent to the RTIP (Regional Transportation Improvement Program) and consists of STIP projects funded from the Interregional Program share, which is 25 percent of new STIP funding. Caltrans' ITIP may nominate projects to the STIP only for the Interregional Program. The ITIP should be based on a Strategic Plan for implementing the Interregional Program. The ITIP should describe how proposed projects relate to the Strategic Plan and how the Strategic Plan would implement the California Transportation Commission's objectives. The ITIP includes both State highway and rail projects (potentially including mass transit guideway and grade separation projects).
- **RTIP:** (Regional Transportation Improvement Program). After consulting with Caltrans, each RTPA and/or County Transportation Commission (CTC) must prepare and submit an RTIP for regions with urbanized areas. Some urbanized RTPAs coincide with the Federal MPOs. Each regional agency is required to adopt and submit its RTIP to the CTC and to Caltrans. The CTC will utilize the RTIP to consider projects to be included in the State Transportation Improvement Program (STIP). The funds are available for a broad array of transportation improvement projects, including improving State highways, local roads, public transit, inter-city rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwalls, etc.
- **SHOPP:** (State Highway Operation Protection Program). The SHOPP is a four-year program limited to projects related to State highway safety and rehabilitation. SHOPP funds are for major transportation capital improvements that are necessary to preserve and protect the State highway system. The SHOPP does not include projects that increase capacity. Most of the projects are for pavement rehabilitation, bridge rehabilitation, and traffic safety improvements. Other projects may include such things as operational improvements (e.g., traffic signalization) and roadside rest areas. Caltrans alone has full control of SHOPP funds.
- **STIP:** (State Transportation Improvement Program). Under California law, the STIP and SHOPP (State Highway Operations Protection Program) are the two primary documents through which the CTC commits and allocates funds to particular projects. In the year 2000 and thereafter, the STIP will be a four year plan with updates every two years. The STIP is a capital improvement program of transportation projects funded with revenues from the State Highway Account and other sources on and off the State highway system. The STIP includes a list of transportation projects, proposed in two broad programs, the regional program funded with 75 percent of new STIP funding and the interregional program funded from 25 percent. The STIP has two main funding components: the RIP (Regional Improvement Program), prepared by RTPAs and the IIP (Interregional Improvement Program) prepared by Caltrans.

PSR: (Project Study Report). A pre-programming document required for project inclusion in the STIP.

PSSR: (Project Scope Summary Report). An engineering report used to select candidate projects to be programmed in the State Highway Operation Protection Program (SHOPP). SHOPP funds are used primarily for rehabilitation, resurfacing and safety projects on State highways.

ROW: (Right-of-Way). Denotes the *total* width allocated for a highway, including shoulders and adjacent land.

RCR: See TCR

Route: The California Legislature establishes the framework for the State Highway System by describing each state roadway in the Streets and Highway Code. This description establishes the official beginning and ending points of a state highway and in some cases intermediate control points.

Route Adoptions: Route Adoptions are needed for the following reasons: (1) any new alignment of an existing legislative route, (2) to establish the location of an unconstructed route, (3) to allow for the conversion of any conventional highway to a freeway or other form of controlled access route, (4)

designating a traversable highway and (5) for any temporary alignments along an established state route. Route adoptions are approved by the CTC prior to submission to the FHWA for final approval.

Route Designations: Identifies whether or not the subject segment of a route is designated as being part of a system. Examples of systems include Freeway/Expressway System, Highways of Regional Significance, Interregional Highway System (IRRS), NHS, National Truck Network (NTN), and Terminal Access Route for the National Truck Network, Scenic Highway, or Strategic Highway Network (STRAHNET).

- **Freeway/Expressway System:** The Statewide system of highways declared by the Legislature to be essential to the future development of California. The F&E System has been constructed with a large investment of funds for the ability of control access, in order to ensure the safety and operational integrity of the highways.
- **IRRS:** (Interregional Road System) Caltrans developed an IRRS Plan that identified projects which will provide the most adequate IRRS to all economic centers in the State. IRRS is a series of Interregional State highway routes, outside the urbanized areas, that provide access to, and links between, the State's economic centers, major recreational areas, and urban and rural regions. Due to the high number of routes and capacity improvements needed on the IRRS, the most critical IRRS routes were identified as *High Emphasis Routes*. High Emphasis Routes are a priority for programming and construction and are critically important to interregional travel and the State as a whole. *Focus Routes* are a subset of the High Emphasis Routes. These routes represent 10 IRRS corridors that should be of the highest priority for completion to minimum facility standard in the 20 year period.
- **Lifeline Routes:** (Earthquake Emergency Response) A Lifeline Route is a route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open immediately following a major earthquake, or for which pre-planning for detour and/or expeditious repair and reopening can guarantee through-movement. The focus is on highly critical routes that allow for the immediate movement of emergency equipment and supplies into a region or through a region.
- **NHS:** (National Highway System) the purpose of the NHS is to provide an interconnected system of principal arterial routes which will serve major population centers, international border crossings, ports, airports, public transportation facilities and other intermodal transportation facilities. Additionally, such highways meet National defense requirements and serve to facilitate interstate and interregional travel. The NHS consists of 155,000 miles, (plus or minus 15 percent), of the major roads in the U.S. Included in the NHS are all interstate routes, a large percentage of urban and rural principal arterial, the defense strategic highway network, and strategic highway connectors.
- **NTN:** (National Truck Network) A list of truck route segments and their truck access designations (such as National Network (NN), Terminal Access, California Legal, Advisory, or Restricted) with each segment's beginning and ending post miles, and beginning and ending cross streets.
- **Regionally Significant:** A transportation corridor that serves regional transportation needs and would normally be included in the modeling of a metropolitan area's transportation network. Such corridors, at minimum, would include all principal arterial highways and all fixed guideway transit facilities located within the region.
- **Scenic Highway:** A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been so designated. These highways are identified in Section 263 of the Streets and Highways Code. For a highway to be considered *Officially Designated* the local jurisdiction is required to develop and adopt protection measures in the form of ordinances to apply to the area of land within the scenic corridor. Additions and deletions to the list of highways eligible for scenic designation can only be made through legislative action.
- **STAA Truck:** In 1982, the Federal government passed the Surface Transportation Assistance Act (STAA). This act requires states to allow certain longer trucks on a network of Federal highways,

referred to as the National Network (NN). A STAA truck is, in many cases, longer than a "California legal" truck, and may operate only on specific highways in California.

- **STRAHNET:** (Strategic Highway Corridor Network) STRAHNET is a National system of public highways that are key elements in U.S. strategic policy. This network provides defense access, continuity, and emergency capabilities for movements of personnel and equipment during both peace time and war. STRAHNET is comprised of about 61,000 miles of highway, including the 45,400-mile system of Interstate and Defense Highways and 15,600 miles of other important public highways. STRAHNET "connectors" (about 1,700 miles) are additional highway routes linking over 200 important military installations and ports to the STRAHNET. Generally, these "connector" routes end at the port boundary or installation gate and are typically used only when moving personnel and equipment during a mobilization or deployment
- **Terminal Access Route:** Terminal Access (TA) routes are portions of State or local highways that Caltrans or a local government granted access to STAA trucks. The purpose of TA routes is to allow STAA trucks (1) to travel between NN routes, (2) to reach a truck's operating facility, or (3) to reach a facility where freight originates, terminates, or is handled in the transportation process.

Route Numbering: South-north state and interstate routes normally carry odd number designations (e.g. I-5, SR 43, SR 99 etc.) while west-east routes normally carry even number designations (e.g. I-10, SR 58, SR 168 etc.).

RTIP: See Project Programming

RTP: (Regional Transportation Plan) the RTP is a comprehensive 20 year plan for the region, updated every four years by the RTPA. The RTP includes goals, objectives, and policies and recommends specific transportation improvements.

RTPA: (Regional Transportation Planning Agency) The RTPA is an association of city and county governments created to address regional transportation issues while protecting the integrity and autonomy of each jurisdiction. The RTPA serves as the forum for cooperative decision making by principal elected officials of general local government and is responsible for the preparation and adoption of a Regional Transportation Improvement Program (RTIP). There are 43 RTPAs in California. In smaller counties, usually the County Transportation Commission; in urban counties, usually the MPO is the RTPA. RTPAs produce the RTIPs for the approval of the California Transportation Commission (CTC).

MPOs and COGs: RTPAs can be an MPO or a COG or all three. Some COGs also serve as MPOs, under Federal transportation rules, and this designation carries considerable power in allocating Federal and State funds for transportation projects. For example, Fresno COG is the MPO for Fresno County.

According to U.S. Code, an MPO is the organization designated by the governor and local elected officials as responsible, together with the State, for preparing a comprehensive transportation plan for both highway and transit modes, with long range (10 – 20 years) and shorter range (five year) elements in an urbanized area (population 50,000 or greater). The major role of the MPO is to foster inter-governmental communications and cooperation, undertake comprehensive regional planning with an emphasis on transportation, provide for citizen involvement in the planning process and provide technical services to the member agencies. MPOs are created by elected officials of counties and their incorporated cities as a means of providing a cooperative body for the discussion and resolution of issues that go beyond their individual boundaries.

State and Federal laws encourage such efforts. In each of these areas, MPOs act as a consensus-builder to develop an acceptable approach on how to handle problems that do not recognize jurisdictional boundaries.

R/U: (Rural *or* Urban location) Areas designated as rural are those lying outside the U.S. Census urban area boundary with a population less than 2,500 (less than 5,000 population for Federal Aid highway purposes). Areas designated as urban are those lying inside the U.S. Census urbanized boundary.

Scenic Highway: See Route Designation

Separation: See Structures, Types of

SHOPP: See Project Programming

SR: (State Route) Highways within the State which are distinctively designed to serve intrastate and interstate travel.

STAA: See Route Designation

STIP: See Project Programming

STRAHNET: See Route Designation

STRUCTURES, Types of

- **Bridge:** A configuration where a State highway crosses over a stream, creek, or other body of water.
- **Bridge and Overhead:** An elevated structure carrying a State highway over a stream, creek, or other body of water and a railroad line.
- **Overcrossing:** (O/C) A structure carrying a road or street over the State highway.
- **Overhead:** An elevated structure carrying a State Highway over a local street or a railroad.
- **Separation:** (Sep) A configuration where a State highway crosses over a State highway.
- **Undercrossing:** (U/C) A structure providing passage for a local road under a State highway.
- **Underpass:** A structure providing passage for State highway under a railroad**.**

TCR: (Transportation Concept Report) formerly called a Route Concept Report or RCR, this document analyzes a transportation corridor service area, establishes a 20 year transportation planning concept, and identifies modal transportation options and applications needed to achieve the 20 year concepts.

TCRP: (Traffic Congestion Relief Program) The TCRP was enacted as part of AB 2928 (2000). Through the TCRP, the Governor and Legislature allocated $4.9 billion for projects to relieve congestion, provide safe and efficient movement of goods, improve intermodal connectivity, and make further investments in transit and rail facilities within the State.

Undercrossing: See Structures, Types of

Underpass: See Structures, Types of

UTC: (Ultimate Transportation Corridor) Highest predictable build-out beyond 20 years.

V/C: (Volume/Capacity ratio) A ratio of demand flow rate (volume) to capacity for a traffic facility. Also see Density.

ACRONYMS

2C	Two-lane conventional highway
2E	Two-lane expressway
3Es	Prosperous Economy, Quality Environment, and Social Equity
4C	Four-lane conventional highway
4E	Four-lane expressway
6C	Six-lane conventional highway (rare)
6E	Six-lane expressway
6F	Six-lane freeway
8E	Eight-lane expressway (rare)
8F	Eight-lane freeway
10F	Ten-lane freeway
AADT	Average Annual Daily Traffic
AB	Assembly Bill
ADA	Americans with Disability Act
BNSF	Burlington Northern-Santa Fe
BRT	Bus Rapid Transit
BTA	Bicycle Transportation Account
CAL/EPA	California Environmental Protection Agency
CARB	California Air Resources Board
CATX	Chowchilla Area Transit Express
CCTV	Closed-Circuit Television
CHSRA	California High Speed Rail Authority
CIB	California Interregional Blueprint
CIR	California Intercity Rail
CMIA	Corridor Mobility Improvement Account
CO^2	Carbon Dioxide
COG	Council of Government
COLT	City Operated Local Transit
CSMP	Corridor System Management Plan
CSUB	California State University, Bakersfield
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CTC	California Transportation Commission
CTP	California Transportation Plan
DART	Delano Area Rapid Transit
DOT	Department of Transportation
DSMP	District System Management Plan
EAFB	Edwards Air Force Base
EPIC	Environmental Protection Indicators for California
ESTA	Eastern Sierra Transit Authority
ETRIP	Employer-Based Trip Reduction Program
FAX	Fresno Area Express
FCOG	Fresno Council of Governments
FCRTA	Fresno County Regional Transportation Agency
FHWA	Federal Highways Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FYI	Fresno International Airport
GET	Golden Empire Transit
GHG	Greenhouse Gas
GMAP	Goods Movement Action Plan

HCD	Housing and Community Development
HOV	High-Occupancy Vehicles
HSIPR	High-Speed Intercity Passenger Rail
HSR	High-Speed Rail
HST	High-Speed Train
I-5	Interstate 5
I-15	Interstate 15
I-80	Interstate 80
IOS	Initial Operating Section
IRRS	Interregional Road System
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
ITSP	Interregional Transportation Strategic Plan
KCAG	Kings County Association of Governments
KART	Kings Area Rural Transit
KCOG	Kern Council of Governments
KRT	Kern Regional Transit
LNAS	Lemoore Naval Air Station
LTF	Local Transportation Fund
MAP-21	Moving Ahead for Progress in the 21st Century Act
MAX	Madera Area Express
MCC	Madera County Connection
MCTC	Madera County Transportation Commission
MPO	Metropolitan Planning Organization
NAWS	Naval Air Weapons Station
NHS	National Highway System
OEHHA	Office of Environmental Health Hazard Assessment
OWP	Overall Work Programs
PID	Project Initiation Document
PM10	Particulate Matter, = to or < 10 Microns
PM25	Particulate Matter, = to or < 25 Microns
PRIIA	Passenger Rail Investment and Improvement Act
PT	Porterville Transit
REMOVE	Reduced Motor Vehicle Emissions Program
RII	Railroad Industries Incorporated
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SANBAG	San Bernardino Associated Governments
SB	Senate Bill
SCS	Sustainable Communities Strategies
SHOPP	State Highway Operations and Protections Plan
SHS	State Highway System
SIP	State Implementation Plan
SJV	San Joaquin Valley
SJVR	San Joaquin Valley Railroad
SR	State Route
SP	Southern Pacific
STB	Surface Transportation Board
STIP	State Transportation Improvement Program

TAC	Technical Advisory Committee
TAT	Taft Area Transit
TCAG	Tulare County Association of Governments
TCaT	Tulare County Area Transit
TCIF	Trade Corridors Improvement Fund
TCR	Transportation Concept Report
TDM	Transportation Demand Management
TEO	Teo Boon Transport
TIME	Tulare InterModal Express
TMC	Traffic Management Center
TMS	Transportation Management System
TPC	Transportation Policy Committee
TSA	Transportation Security Administration
TTC	Technical Transportation Committee
TTE	Tulare Transit Express
UP	Union Pacific
USEPA	United States Environmental Protection Agency
VCC	Visalia City Coach

Appendix C
Resources

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