District 8
District System Management Plan

Caltrans

Division of Planning
Office of System Planning
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DISTRICT 8
SYSTEM MANAGEMENT PLAN

This District System Management Plan (DSMP) is a guide toward which today's decision and /or recommendations for highway capacity improvements should be directed.

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District System Management Plan
Executive Summary

INTRODUCTION

The purpose of developing a District System Management Plan (DSMP) is to provide the California Department of Transportation (Department), owner-operator of the state highway system, a means to develop and document policies and strategies that facilitate maintenance, management, and improvement of the transportation system within District 8. This DSMP presents the District's vision for transportation through 2035 and beyond.

The DSMP focuses on maintaining a concept Level of Service (LOS) "D" and improving the transportation system for 20-years, through a balanced approach that considers coordination between land-use development and transportation investment. It addresses the entire transportation system with consideration of all modes and services for the movement of people, goods and services.

The DSMP is an internal document of the Department and needs to be developed in collaboration with local and regional transportation partners. While it addresses transportation needs within the boundaries of the District, it fully recognizes the importance of connectivity to systems in neighboring districts, counties, and states.

DISTRICT PROFILE

District 8 encompasses both San Bernardino and Riverside Counties with a total area of approximately 27,500 square miles and a population of over four million people. The District is larger than eleven states including Rhode Island, Delaware, Connecticut, Hawaii and New Jersey combined. The District's geography varies between large urbanized cities, rural communities, mountains, and desert.

San Bernardino County covers five broad geographically diverse areas, the San Bernardino Valley; Victor Valley; the San Bernardino and San Gabriel Mountains, Morongo Basin; and the Eastern Desert. Within Riverside County, there are three primary geomorphic provinces, the western portion with the cities of Riverside, Corona, Temecula, Murrieta, Banning and Beaumont; the Santa Rosa and San Jacinto Mountains; and the desert communities of the Coachella Valley of Palm Springs, Palm Desert, Indio, Palo Verde Valley, and Blythe. Other subdivisions include tribal lands, the Colorado River communities, and the Salton Sea.

The combined urbanized portions of both counties are often referred to as the Inland Empire. The physical boundaries between Los Angeles and the Inland Empire from west to east are the San Jose Hills splitting the San Gabriel Valley from the Pomona Valley, leading to the urban populations centered in the San Bernardino Valley. From the south to north, the Santa Ana Mountains physically divide Orange County from San Bernardino and Riverside Counties. The Santa Rosa Mountains, as well as the Southern California portion of the Sonora Desert, physically divide Riverside County from San Diego County. Interconnectivity

provided by one of the most comprehensive freeway systems in the United States has eroded the physical boundaries between the Inland Empire and the greater Los Angeles area.

The District operates 35 freeways and highways including; four Interstates, 29 State Routes, and two U.S. Routes, totaling 7,200 lane miles. The District also has two legislative unconstructed State Routes 81 and 122. The District maintains 1,548 bridges and has 9 Safety Roadside Rest Areas.

EXISTING CONDITIONS

Population, Employment and Housing

The Inland Empire, consisting of Riverside and San Bernardino Counties, is ethnically diverse and growing rapidly. The rapid population growth is the result of comparatively lower housing prices than in the surrounding counties of Orange and Los Angeles. Between 1990 and 2010, the region grew by 1.64 million people, a 63 percent increase. The growth was primarily due to the lower cost of living. It is common for people to live in the Inland Empire and commute to work in Orange or Los Angeles County. Since the 1950s, the area has evolved from a rural to a suburban environment. Continuous development has become seemingly uncontrolled suburban sprawl. The steady rise in population and the demand for housing has led to a dramatic increase in single-family residential construction.

In addition, much of the land that was used for agriculture is now being sold by their owners and being converted for more intensive purposes such as commercial retail and industrial warehouses. Riverside and San Bernardino Counties have attracted businesses with their large supply of vacant land, proximity to major ports in Los Angeles and Long Beach, and the extensive transportation network of highways and railroad lines. Employment in Riverside and San Bernardino Counties grew significantly between 1990 and 2010. Riverside County added 87,934 jobs and San Bernardino County added 41,497 jobs.

Despite this job growth, the jobs to housing imbalance in both counties worsened. A contributing factor is the variation in average per capita income of the Inland Empire and the surrounding area. From 2005 to 2009 (in 2009 dollars), the per capita income in Riverside County ($24,642) and San Bernardino County ($21,792) were significantly lower than Orange County ($33,901) and Los Angeles County ($26,983). Thus, many of the residents in Riverside and San Bernardino Counties commute to employment centers in Los Angeles and Orange Counties.

State Highway System, Maintenance, and Pavement Conditions

The purpose of the state highway system is to connect communities and regions of the state to serve the state's economy by connecting centers of commerce, industry, agriculture, mineral wealth, and recreation. Ongoing preventive maintenance keeps pavements in a state of good repair. Studies have shown that pavement in good condition costs less to maintain. Six to 20 dollars of future money can be saved for each dollar spent when the treatment is applied before the pavement deteriorates into a condition warranting a major rehabilitation or reconstruction project.

The 2007 Pavement Condition Survey identified 2,153 lane miles (33 percent of the system) of distressed pavement requiring Capital Preventative Maintenance and rehabilitation work throughout the District. This is six percent higher than the 1,767 distressed lane miles in the 2002 Survey and the same percentage as the adjusted 2005 survey.

Landscaping, Blue Star Memorial Highways, and Scenic Highways

The Landscape Architecture Program helps implement the mission of improving mobility across California through facility design, visual impact assessments, aesthetics, mitigation, roadside management, resource conservation, regional planning, site planning and development, and sustainable design. The Program provides expertise in the planning, design, construction, maintenance and operation of transportation system improvements. After World War II, a nationwide movement was started to pay tribute to the nation's armed forces, by designating various State and national routes as "Blue Star Memorial Highways." The Landscape Architecture Program is responsible for coordinating the program.

California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment.

Safety Roadside Rest Areas and Roadside Management

Safety Roadside Rest Areas provide opportunities for travelers to safely stop and refresh. Rest areas reduce drowsy and distracted driving and provide a safe and convenient alternative to unsafe parking along the roadside.

Following a 1992 Environmental Impact Report on vegetation control practices, the Department adopted a formal Integrated Vegetation Management (IVM) program for its roadside management. A major component of this program is permanent vegetation control techniques that reduce the need for ongoing vegetation management. Since the adoption of IVM, research and field trials have been completed on a wide variety of permanent vegetation control approaches. The toolbox includes treatments composed of both materials familiar to traditional highway construction contractors (such as asphalt concrete, Portland cement concrete and road base) as well as less conventional materials or products (such as polyurea coatings, rubber mats, and fiber weed control mats).

Highway Planting and Irrigation, Erosion Control, and Transportation Art

Highway planting is vegetation placed for aesthetic, safety, environmental mitigation, stormwater pollution prevention or erosion control purposes, and includes necessary irrigation systems, inert materials, mulches, "Design for Safety" features and appurtenances. In addition, highway planting is used to satisfy the need for headlight glare reduction, fire retardation, windbreak protection, or graffiti reduction on retaining walls and noise barriers.

The goal of effective erosion control is to maintain water quality, to keep soils in place, and to increase infiltration to reduce runoff. In the natural environment, these goals are fulfilled by vegetation, mulch/duff, and porous soils. In the post-project environment, maintaining water quality and site hydrology is challenging because the natural vegetative cover and corresponding mulch/duff layer have been removed. The key to getting the post-project site

to function (from a storm-water runoff standpoint) similar to the natural, undisturbed site is to restore the functionality that has been removed. In general, the "successful" erosion control solution addresses soil cover, healthy soil, and sustainable vegetation.

The Department encourages the integration of art into its facilities to enhance and reflect the aesthetic, environmental, scenic, and cultural values of the affected community. The Department collaborates with local stakeholders to enhance existing transportation facilities to meet the goals and expectations of both the local community and the public-at-large.

Ridesharing, Park and Ride, High Occupancy Vehicles, Traffic Management, and Non-Motorized Transportation

Ridesharing is an effective way to reduce travel times, thus; lessening stress, providing cleaner air, and saving money on fuel and maintenance. The Rideshare Program is administered and operated by the local and regional transportation agencies.

Park and Ride lots provide a convenient and safe location to transfer from a single passenger vehicle to a local or regional transit bus, carpool, or vanpool. In unison with Park and Ride lots, ridesharing or using transit saves stress, money and time, helps protect the environment, and conserves energy.

High-occupancy vehicle (HOV) lanes are a strategy employed to reduce traffic congestion. The idea is to restrict certain highway lanes to exclusive use by multi-occupant vehicles encouraging carpooling, vanpooling, and transit bus usage, thus, increasing the number of people travelling in a single lane of traffic. HOV lanes are intended to improve the people-moving throughput rather than vehicle capacity of congested freeway corridors.

Traffic Management Systems (TMS) are used to maximize the productivity of existing transportation systems during incidents and high demand periods. The TMS restores lost capacity through the use of field elements and communication systems such as ramp metering, highway advisory radios, closed circuit TV cameras, and changeable message signs. The TMS focuses on improving incident detection, incident management, traffic control, and advanced traveler information through the Transportation Management Center (TMC). The TMC allows for coordinated responses to traffic congestion, major accidents, special events, and emergencies.

Non-motorized transportation accounts for 12 percent of all trips in the region. For San Bernardino County, seven percent of all trips are walking and one percent is by bicycle; for Riverside County eight percent are walking trips and there is no data for bicycling.

Major Local Arterials

Major arterial roads are higher capacity local routes which perform several important functions in the transportation system. They carry large volumes of traffic between and through urban areas, connect local and collector streets to expressways and freeway interchanges, act as alternative routes to freeways, and facilitate localized trips. It is important to note that while major arterial roads can provide direct access to adjacent land their primary function is to serve major traffic movements. Although the above suggests that

these arterials serve several purposes, the majority function as collectors for the freeway system with very few providing an alternative to state's highway system.

Mass Transit, Passenger Air Service, and Goods Movement

Public transportation provides greater mobility, access, opportunity and choice for all. Within the District, it consists primarily of buses, commuter trains, vanpool services, and para-transit services for senior citizens and people with disabilities. Ridership is growing at a faster rate than highway vehicle travel. Increased use of public transportation is an effective way to reduce America's energy consumption, without requiring any new taxes, government mandates or regulations. However, transit is typically not the preferred choice over vehicle travel. Issues such as trip times (number of stops), one's proximity to boarding location or proximity to destination, personal safety, and overall convenience all play a role in why transit use is not widespread, especially in the areas outside of the inter-city, non-urbanized area and suburban areas.

Several regional airports that provide passenger service serve the two-county area: Ontario International Airport, Palm Springs International Airport and San Bernardino International Airport. At San Bernardino International Airport, only charter services are available at this time. The largest of the airports, by Million Annual Passengers (MAP), is Ontario International Airport (ONT).

In the United States, globalization and the growth of international trade have had an effect on jobs and the environment, particularly in Southern California, where large ports and transportation corridors accommodate the distribution of imported goods. More than 40 percent of all containerized imports that enter the U.S. come through the Ports of Los Angeles and Long Beach. The ability to move freight/goods efficiently throughout the region's transportation network is crucial to mobility and the economic vitality of the state and the nation. The increase in commuter traffic along with growth in goods movement (growth in warehouses in the Inland Empire) has led to an increase in traffic congestion, the increase being both trucks and cars. In 2003, Riverside and San Bernardino County accounted for 42 percent of Truck Miles of Travel within the area of seven Southern California counties (San Diego, Ventura, Orange, Los Angeles, Imperial, San Bernardino, and Riverside).

Environmental Quality and Air Quality

Ongoing development has resulted in greater employment opportunities, increased affluence of the populace, and homeownership. Unfortunately, increased traffic congestion, degradation in air quality, and loss of open and environmentally sensitive land has been the negative outcome. In response, the County of Riverside completed an unprecedented, three-year planning effort known as the Riverside County Integrated Project (RCIP) to simultaneously prepare environmental, transportation, housing and development guidelines for the first half of the twenty-first century.

Air pollution, or suspended particulate matter locally generated from the increased number of automobiles in the area, from point sources such as factories, dust carried into the air by construction activity, and the contribution of similar pollutants from the Greater Los Angeles

area (South Coast Air Basin) has regularly caused the Inland Empire to be at, or near, the bottom of many air quality ratings. In 2004, the EPA rated the San Bernardino-Riverside area as having the worst particulate air pollution in the United States. The air pollution problem is exacerbated by the region's location which is surrounded by mountain ranges to the north and east.

EXISTING TRANSPORTATION SYSTEM PERFORMANCE

Urban

Over the past decade, urban freeway congestion in most California metropolitan areas has increased because transportation facility construction and expansion has not kept pace with increased demand. This condition is reflected in the congestion presently experienced in District 8. Congestion maps prepared by the District show significant stretches of the urban freeway system are detrimentally impacted by congestion during both morning and evening peak periods. Due to the recent economic downturn the duration and spread of delays have substantially lessened compared to 2007 levels. However, travel demand is slowly returning to the 2007 levels.

Congestion can be categorized as either *recurrent* or *nonrecurrent*. Recurrent congestion is regular, everyday peak-period delays that occur when the capacity of a freeway is exceeded by the demands on it. Irregular events such as accidents, sporting events, maintenance, or short-term construction cause nonrecurrent congestion.

Rural

Portions of the district's routes are "rural" traversing areas with populations of less than 2,500 residents and a population density of less than 1,000 people per square mile. These routes serve as significant goods movement corridors and for recreational traffic. Several segments of the system are currently operating below acceptable levels of service due to increased demand during morning and afternoon peak hours.

Traffic Safety

California's public roads have been subjected to traffic volumes significantly greater than their design capacity. This increasing intensity of use raises the possibility of collisions. Commuters, bicyclists, tourists, truck drivers, pedestrians, motorcyclists, and others face challenges as well. California has seen several consecutive years of improved safety in many areas. Traveler fatalities on state highways in 2006 were 1.01 fatalities per 100 million vehicle miles traveled (MVMT). The fatality rates went down to 0.94 fatalities/100 MVMT in 2007, and down again to 0.81 fatalities/100 MVMT in 2008. Traffic fatalities decreased by 14 percent, from 3,995 in 2007 to 3,434 in 2008. Some of the decrease in traffic fatalities may be related to the decrease in the number of miles traveled by the state's drivers in 2008.

OBJECTIVES AND STRATEGIES

There are many Federal and State laws, Departmental and District policies, and regional and local procedures that govern how the transportation system may be improved. State highway and other transportation system improvements are developed and implemented through

approvals of multi-jurisdictional governing bodies of elected and appointed officials. Major changes to transportation infrastructure development strategy are identified and implemented through the guidance and requirements of these various governing bodies.

Strategic Growth Plan
In 2007, the Governor unveiled an ambitious Strategic Growth Plan (SGP): Transportation Investment for Mobility and Quality of Life. The plan calls for a $222 billion infrastructure improvement program to fortify the state's transportation system, education, housing, and waterways. The Infrastructure Improvement Program set aside $106 billion for transportation investments designed to decrease congestion and travel times, while accommodating future growth in the population and economy. The initiative is performance-based and outcome-driven, targeting significant reduction in congestion, improved quality of life for Californians, and a world class transportation system that supports a globally-competitive economy and promotes prosperity. Funding includes $47 billion in existing transportation funding sources, $40.1 billion in new funding, and $19 billion from Proposition 1B general obligation bonds.

California Transportation Plan
The California Transportation Plan (CTP) is a statewide, long-range transportation plan that defines goals, policies, and strategies to meet the State's future mobility needs and to achieve a vision for California's future transportation system. The plan, with a minimum 20-year planning horizon, is prepared in response to federal and state requirements and is updated every five years. The current California Transportation Plan, the CTP 2030, is now being updated for a 2040 planning horizon.

California Aviation System Plan
The policy element of the California Aviation System Plan (CASP) guides the development of other elements in the plan that helps direct improvement of the California aviation system. The policy element reflects the Federal Aviation Administration's (FAA) *Next Generation Air Transportation System: Integrated Plan*, and Government Code 65041.1. The code specifies the planning priorities of infill development and equity, protecting environmental and agricultural resources, and encouraging efficient development patterns.

California State Rail Plan
The Department's intercity passenger rail vision includes the following: provision of a rail transportation alternative to other travel modes, provision of relief to highway and air transportation congestion, improved air quality and conservation of fuel, and contribution to efficient and environmentally superior land use. The Department's efforts for the maintenance, preservation and implementation of the State's freight rail system revolve around recommendations and funding strategies in the Strategic Growth Plan (SGP), the utilization of funds from other sources, and the coordination and cooperation with the freight rail industry and local agencies.

Interregional Transportation Strategic Plan
The Interregional Transportation Strategic Plan (ITSP) is the Department's framework for guiding investment of the Interregional Improvement Program (IIP) funds. These funds, by

statute, are programmed for projects that improve interregional mobility of people and goods. The ITSP identifies a vision for the interregional system, principles and strategies for achieving it, and six critical objectives towards which IIP funds should be directed. Senate Bill (SB) 45 requires that the IIP include a specific minimum guarantee of funds to be programmed on Interregional Road System (IRRS) routes in non-urbanized areas. Prepared after SB 45 legislation, the ITSP is the foundation for the State's interregional program.

Director Policies and Directives

In accordance with state and federal legislation, the Department develops a series of policy papers, directives, and plans to guide transportation strategies for the State of California. Director's Policies (DP) are broad and cover a specific policy area by guiding action and decision-making to assure consistency with the Departments' Mission, Vision and Management Principles. Deputy Directives (DD) relate to Director's Policies and establish guidelines for conduct by the Department. One of the more current directives is Deputy Directive-64-R1, which requires the creation of the Complete Streets Implementation Action Plan (CSIAP) and intends to ensure that travelers of all ages and abilities can move safely and efficiently along and across a network of "complete streets."

Smart Mobility Framework

The Department in partnership with the United States Environmental Protection Agency (USEPA), and in collaboration with other state project partners, has produced a State planning guide known as the Smart Mobility Framework (SMF) that will further integrate smart growth concepts into transportation in California. The intent is to better integrate land-use and the transportation system to reduce congestion, improve health and safety, and preserve and enhance the State's various resources.

2008 Regional Transportation Plan

The Southern California Association of Governments (SCAG) 2008 Regional Transportation Plan (RTP) is a federally required 25-year plan that provides a vision for transportation investments in the six-county SCAG region, including San Bernardino and Riverside Counties. The region is expected to generate $411.4 billion in existing revenues; however, the RTP identifies $531 billion in highway and transit, operations and maintenance, and debt service capital, a $120.1 billion shortfall. The plan outlines new alternative funding sources and innovative financing strategies to bridge the gap.

Congestion Management Program

Enacted in 1990, Government Code 65089 states that a congestion management program shall be developed, adopted, and updated biennially, consistent with the schedule for adopting and updating the regional transportation improvement program, for every county that includes an urbanized area, and shall include every city and the county.

Performance Standards

Performance measurement is the process whereby an organization establishes the parameters within which programs, investments, and acquisitions are reaching the desired results. This process of measuring performance often requires the use of statistical evidence to determine progress toward specific defined organizational objectives. The fundamental purpose behind

measures is to improve performance. Following is a listing and description of state and regional performance measures for the provision of transportation facilities and services.

FUTURE CONDITIONS

The Inland Empire (IE), encompassing larger urbanized areas of both Riverside and San Bernardino Counties, is the fastest-growing region in a fast-growing state. A study by the Public Policy Institute of California (PPIC) entitled, *The Inland Empire in 2015* finds that the IE will continue to draw new residents with its affordable housing and job growth. It is projected that the region will outpace the overall growth rate of the state – to about five million persons, total.

Population, Employment, and Housing

The two major factors contributing to population growth are natural increase (births minus deaths) and net foreign immigration (people who move here from foreign countries minus those who move away to foreign countries). Population for Riverside and San Bernardino Counties is projected to increase by 56 percent and 39 percent, respectively to a total of 6.3 million by 2035.

With vast tracts of available open and undeveloped land throughout San Bernardino and Riverside Counties, development for employment sectors such as commercial/retail, industrial, and services is anticipated. Employment is projected to increase 110 percent and 74 percent between 2010 to 2035 for Riverside and San Bernardino Counties, respectively. Riverside County is projected to add 645,354 jobs and San Bernardino County will add 471,195 jobs.

As population and employment are projected to increase, the number of households is projected to experience growth in tandem. With this steady rise, construction of single-family residential units will be in demand to accommodate the greater Los Angeles area's housing needs. Households are projected to increase 65 percent for Riverside County and 40 percent for San Bernardino County.

REGION-WIDE TRANSPORTATION SYSTEM – 2035

Government Code Section 65086 states and policy requires the Department to conduct long-term state highway system planning to identify future highway improvements. As discussed in the Public Policy Institute of California (PPIC) report, population gains in the region have outpaced job gains. It is anticipated that this jobs-housing imbalance will continue. In addition, with the amount of goods that pass through the Ports of Long Beach and Los Angeles traveling through the Inland Empire, the region's transportation system will need significant improvement to accommodate these future demands.

No-Build and 2008 RTP Highway System Operational Level of Service

This section compares the performance of the State Highway System under a no-build scenario and with the addition of the 2008 RTP projects. The no-build scenario assumes no capacity improvements to the existing network through 2035. The RTP scenario assumes

implementation of the financially constrained projects listed in the 2008 SCAG RTP. The addition of all of the projects in the RTP fails generate LOS "D" conditions on much of the urban highway system and some very significant portions of rural interstates and other routes.

LOS "D" Region-Wide Strategies

Section 102.1 of the Highway Design Manual (HDM) recommends LOS "C-E" for design capacity on state highways in urban areas and LOS "C-D" in rural areas. **Because LOS "E" is characterized by unstable traffic flow, "D" was selected as the minimum acceptable design capacity LOS**. Additionally, in accordance with Section 504.7 of the HDM, a minimum LOS "D" would have to be maintained on the mainline in order to meet the recommended design standard for weaving sections.

Transportation Corridor Concepts

The transportation concept is the Department's basic approach to the development of a given route. The transportation concept defines the type of facility and minimum Level of Service (LOS) for each state route based on the characteristics of the highway, the various modes of travel, and projected travel demand over an approximate 20-year planning period. The objective of this effort is to conduct long-term state highway system planning to identify future highway improvements and to provide a basis for the development of future highway projects. The concepts will be updated when necessary as conditions change or new information is obtained.

Next Steps

The vision in the DSMP is intended to be the basis for innovation and the preparation of new projects and programs to meet future regional and inter-regional travel demands effectively. The next step toward implementation of the vision is the Transportation System Development Plan (TSDP). The TSDP will identify specific potential projects and programs directed at deficiencies identified in the DSMP. The TSDP will also include cost estimates to enable the regional transportation services community to create and prioritize strategies and projects, and to begin the development of funding approaches.

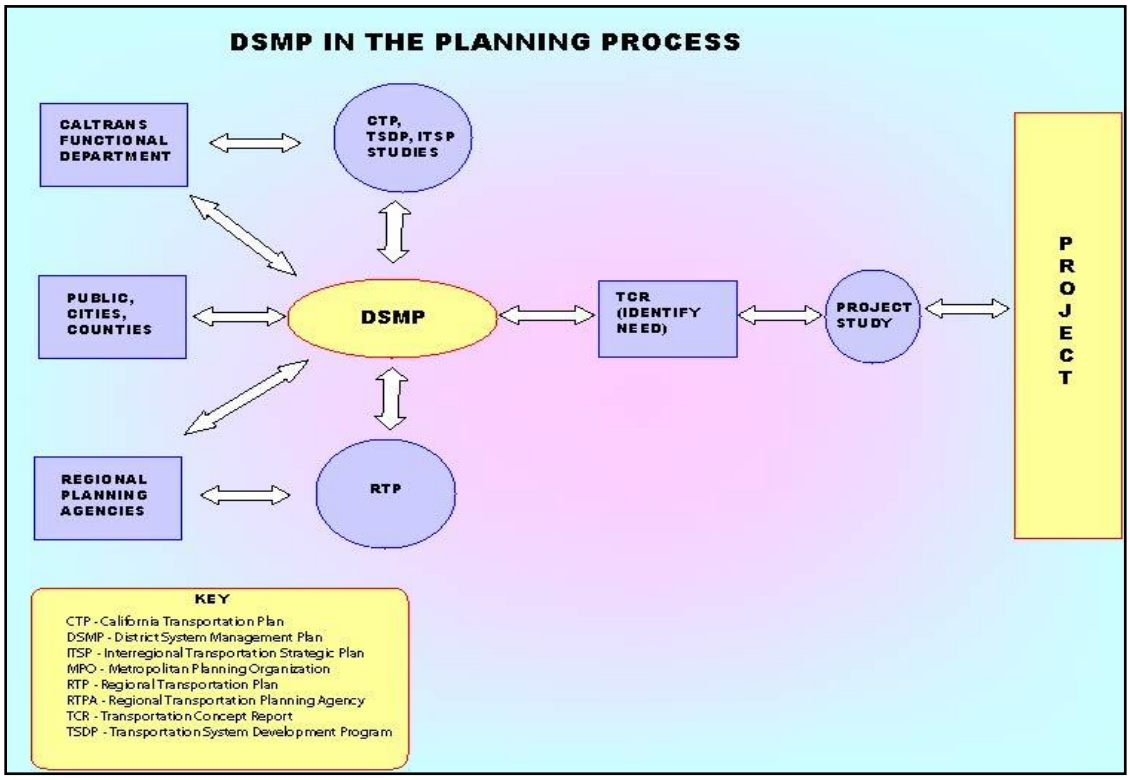
INTRODUCTION

The purpose of developing a District System Management Plan (DSMP) is to provide the California Department of Transportation (Department), owner-operator of the state highway system, a means to develop and document policies and strategies that facilitate maintenance, management, and improvement of the transportation system within District 8. District 8 is comprised of Riverside and San Bernardino Counties. This DSMP presents the District's vision for transportation through 2035 and beyond. The challenges in meeting this vision are complicated due to a significantly growing population, a deteriorating infrastructure, differing urban and rural priorities, a complex decision-making process, and limited funds.

The DSMP focuses on maintaining a concept Level of Service "D" and improving the transportation system for 20-years within the regional planning horizons, through a balanced approach that considers coordination between land-use development and transportation investment. It addresses the entire transportation system with consideration of all modes and services for the movement of people, goods and services.

While the DSMP is an internal document of the Department, it needs to be developed in collaboration with local and regional transportation partners. While it addresses transportation needs within the boundaries of the District, it fully recognizes the importance of connectivity to transportation systems in neighboring districts, counties, and states.

Exhibit 1



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DISTRICT 8 PROFILE

District 8 is largest of 12 districts within the California Department of Transportation (Department) and is located in the southern region of California. It encompasses both San Bernardino and Riverside Counties with a total area of approximately 27,500 square miles and a population of over four million. To the east of the District are the states of Nevada and Arizona, to the south is District 11, comprised of San Diego and Imperial Counties, to the west are District 12 comprised of Orange County and District 7 comprised of Los Angeles and Ventura Counties, and to the northwest is District 6 comprised of Kern, Kings, Fresno, Madera and Tulare Counties, and to the north is District 9 which includes Inyo and Mono Counties. The District is larger than eleven states including Rhode Island, Delaware, Connecticut, Hawaii and New Jersey combined. The population of the District exceeds that of 24 states and is greater than the combined populations of Wyoming, Vermont, North Dakota, Alaska, and South Dakota.

The District's geography varies between large urbanized cities, rural communities, mountains, and desert. Within San Bernardino County, the Mojave National Preserve covers a portion of the eastern desert. The desert portion also includes the City of Needles adjacent to the Colorado River, Arizona, and Nevada. Trona is in the northwestern part of the county, west of Death Valley. This famous national park, mostly within Inyo County, also includes a small portion of land within the county. The largest metropolitan area in the Mojave Desert part of the county is the Victor Valley with the incorporated localities of Apple Valley, Victorville, Adelanto, and Hesperia. Further south, a portion of Joshua Tree National Park overlaps the county near Twenty-nine Palms. The mountains are home of the San Bernardino National Forest, and include the communities of Crestline, Lake Arrowhead, Running Springs, Big Bear City, Forest Falls, and the City of Big Bear Lake. The San Bernardino Valley is at the eastern end of the San Gabriel Valley. The San Bernardino Valley includes the cities of Ontario, Chino, Rancho Cucamonga, San Bernardino, Loma Linda, and Redlands, among others.

Within Riverside County, there are at least three geomorphic provinces, the western portion with cities such as Riverside, Corona, Temecula, Murrieta, Banning and Beaumont; the Santa Rosa and San Jacinto Mountains; and the desert communities of Coachella Valley of Palm Springs, Palm Desert, Indio, Palo Verde Valley, and Blythe. Other possible subdivisions include tribal lands, the Colorado River communities, and the Salton Sea.

There are six military bases located in District 8. In Riverside County there are two military bases: Chocolate Mountain Aerial Gunnery Range located east of the Salton Sea and March Joint Air Reserve Base located off of I-215 just south of the SR-60/I-215 west junction. In San Bernardino County, there are four military bases: the Twentynine Palms Marine Corps Air Ground Combat Center located north of the City of Twentynine Palms, the China Lake Naval Weapons Center located north of the City of Barstow, Fort Irwin National Training Center also located north of the City of Barstow, and Edwards Air Force Base located south of SR-58 near the Kern/San Bernardino County Line.

The combined urbanized portions of both counties are often referred to as the Inland Empire. The physical boundaries between Los Angeles and the Inland Empire from west to east are

the San Jose Hills splitting the San Gabriel Valley from the Pomona Valley, leading to the urban populations centered in the San Bernardino Valley. From the south to north, the Santa Ana Mountains physically divide Orange County from San Bernardino and Riverside Counties. The Santa Rosa Mountains, as well as the Southern California portion of the Sonora Desert, physically divide Riverside County from San Diego County. Interconnectivity provided by one of the most comprehensive freeway systems in the United States has eroded the physical boundaries between the Inland Empire and the greater Los Angeles area.

The District operates 34 freeways and highways including; four Interstates (10, 15, 40 and 215), 28 State Routes, (2, 18, 38, 58, 60, 62, 66, 71, 74, 78, 79, 83, 86/86S, 91, 111, 127, 138, 142, 173, 177, 178, 189, 210, 243, 247, 259, 330 and 371), and two U.S. Highways, (95 and 395) totaling 7,200 lane miles. The District also has two legislative unconstructed State Routes 81 and 122. The District maintains 1,548 bridges and has 9 Safety Roadside Rests.

I-215 at I-10 in San Bernardino SR-91 in Riverside

Essex Road near the Mojave National Preserve off of I-40

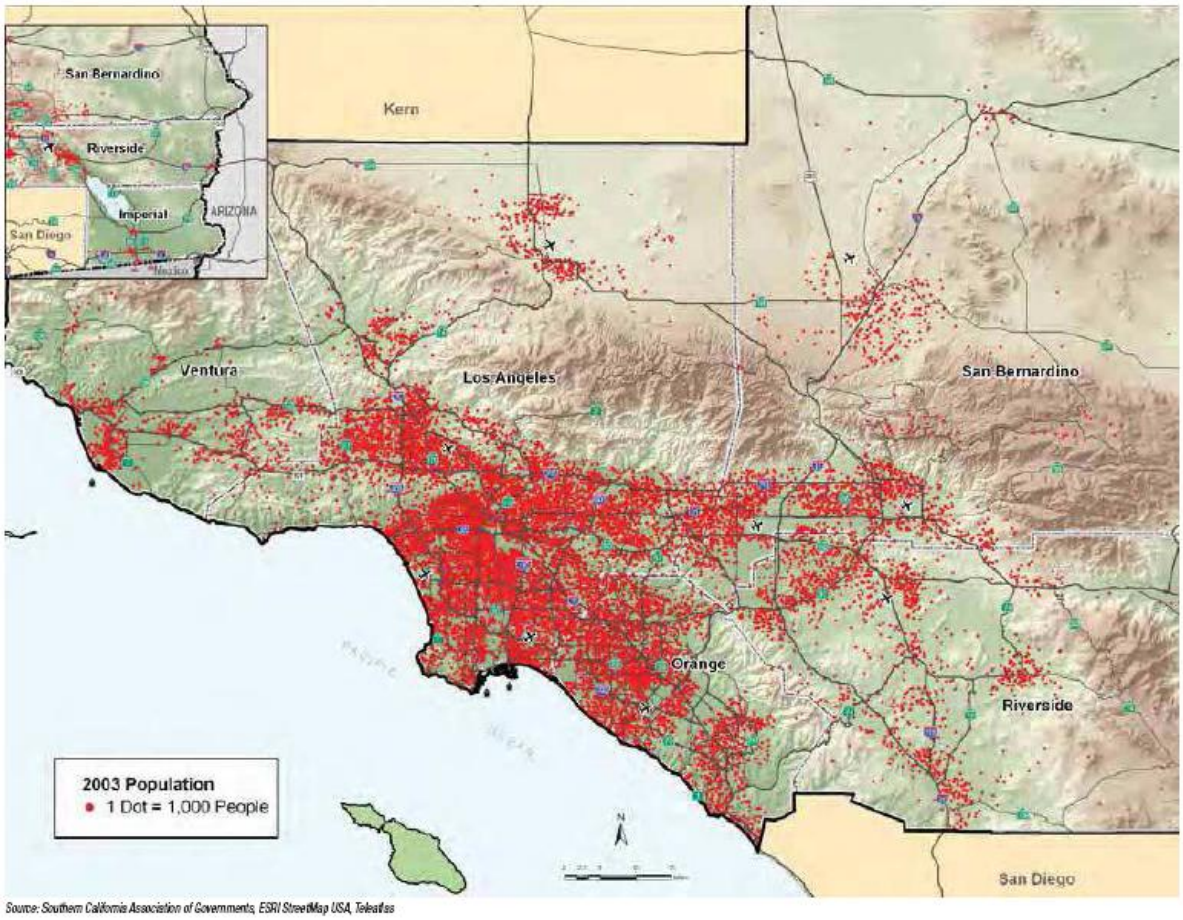
Wind Farm off of I-10 near Palm Springs

EXISTING CONDITIONS

Population

The Inland Empire, consisting of the major urbanized areas of Riverside and San Bernardino Counties, is ethnically diverse and growing rapidly. The rapid population growth is the result of comparatively lower housing prices than in the surrounding counties of Orange, San Diego, and Los Angeles. Between 1990 and 2010, the region grew by 1.64 million people, a 63 percent increase. The growth was primarily due to the lower cost of living. It is common for people to live in the Inland Empire and commute to work in Orange, San Diego, and Los Angeles County. The exhibit below represents the population in 2003.

Exhibit 2: 2003 Population Map



Source: Southern California Association of Governments, ESRI StreetMap USA, Teleatlas

Exhibit 3: Population Growth Riverside and San Bernardino Counties 1990-2010[1]

County	Population in 1990	Population in 2010	Increase	Percent Change
San Bernardino	1,418,380	2,035,210	616,830	43%
Riverside	1,170,413	2,189,641	1,019,228	87%
Total	2,588,793	4,224,851	1,636,058	63%

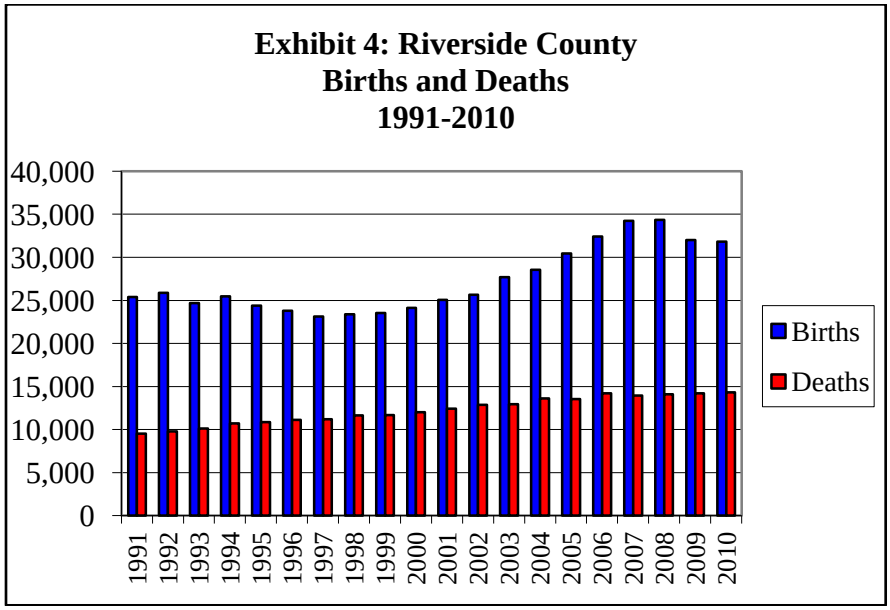
Riverside County Population Growth Statistics[2]

Population growth is comprised of two statistics: natural increase *(births and deaths)* and net migration.

In Riverside County, the population increased from 1999 to 2010. The rise is attributed to births, resulting in a total increase of 301,100 persons. The annual growth in the county is 15,850 persons accounting for the yearly average births minus the yearly average deaths. The net migration or the number of people who move into opposed to move out of an area, saw a steady increase as well. The net growth due to migration was approximately 764,307 total, of which 84 percent was "domestic migrants", those that moved within the United States. Another 16 percent were from other countries.

Migration seems to fluctuate with economic conditions. Although the levels of current domestic migration have declined during the recent recession the number of immigrants has remained constant.

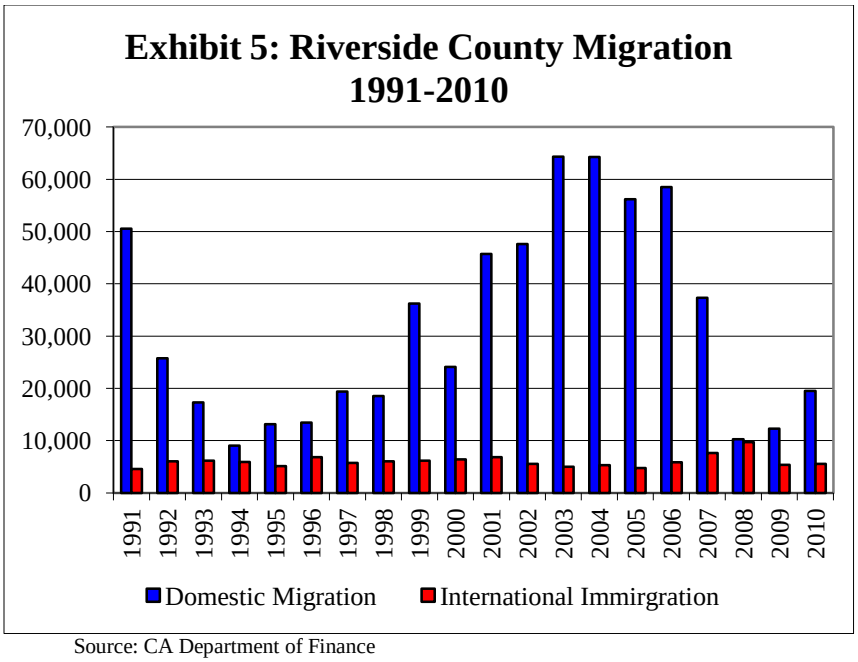
Exhibit 4: Riverside County Births and Deaths 1991-2010



Source: CA Department of Finance

[1] 1990 Census Data and the Southern California Association of Governments 2008 RTP Growth Forecast Report

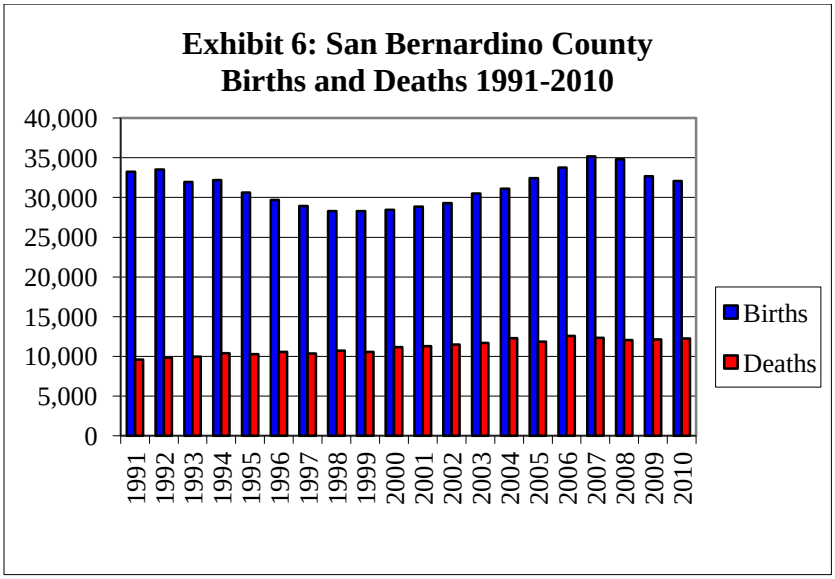
[2] *2009 Riverside County Progress Report*



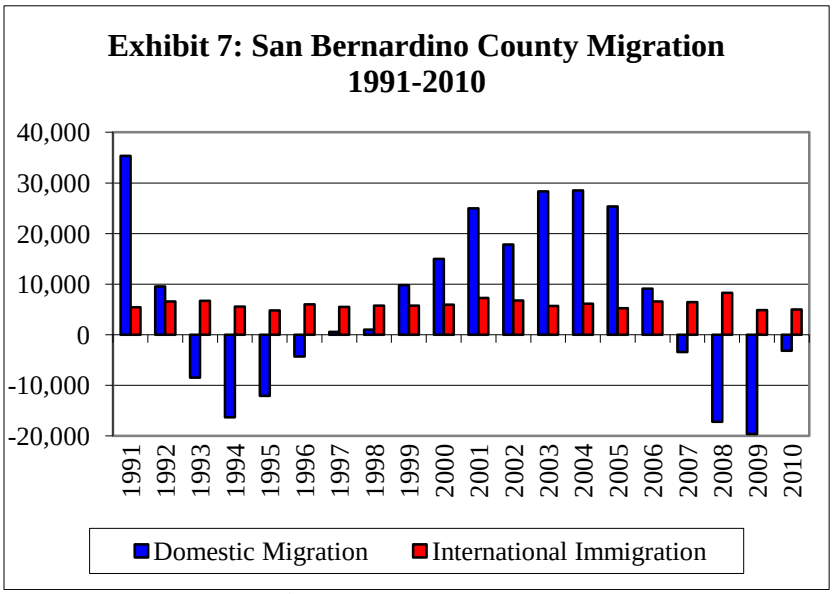
Source: CA Department of Finance

San Bernardino County Population Growth Statistics

Similar to Riverside County, San Bernardino County experienced population growth in the last decade. San Bernardino along with Riverside, Los Angeles, San Diego, and Santa Clara posted the highest population gains and accounted for nearly half the state's recent growth. In San Bernardino County, the population increased from 1999 to 2010. The rise is attributed to births, resulting in a total increase of 402,400 persons. The annual growth in the county is 21,200 persons accounting for the yearly average births minus the yearly average deaths.



Source: CA Department of Finance



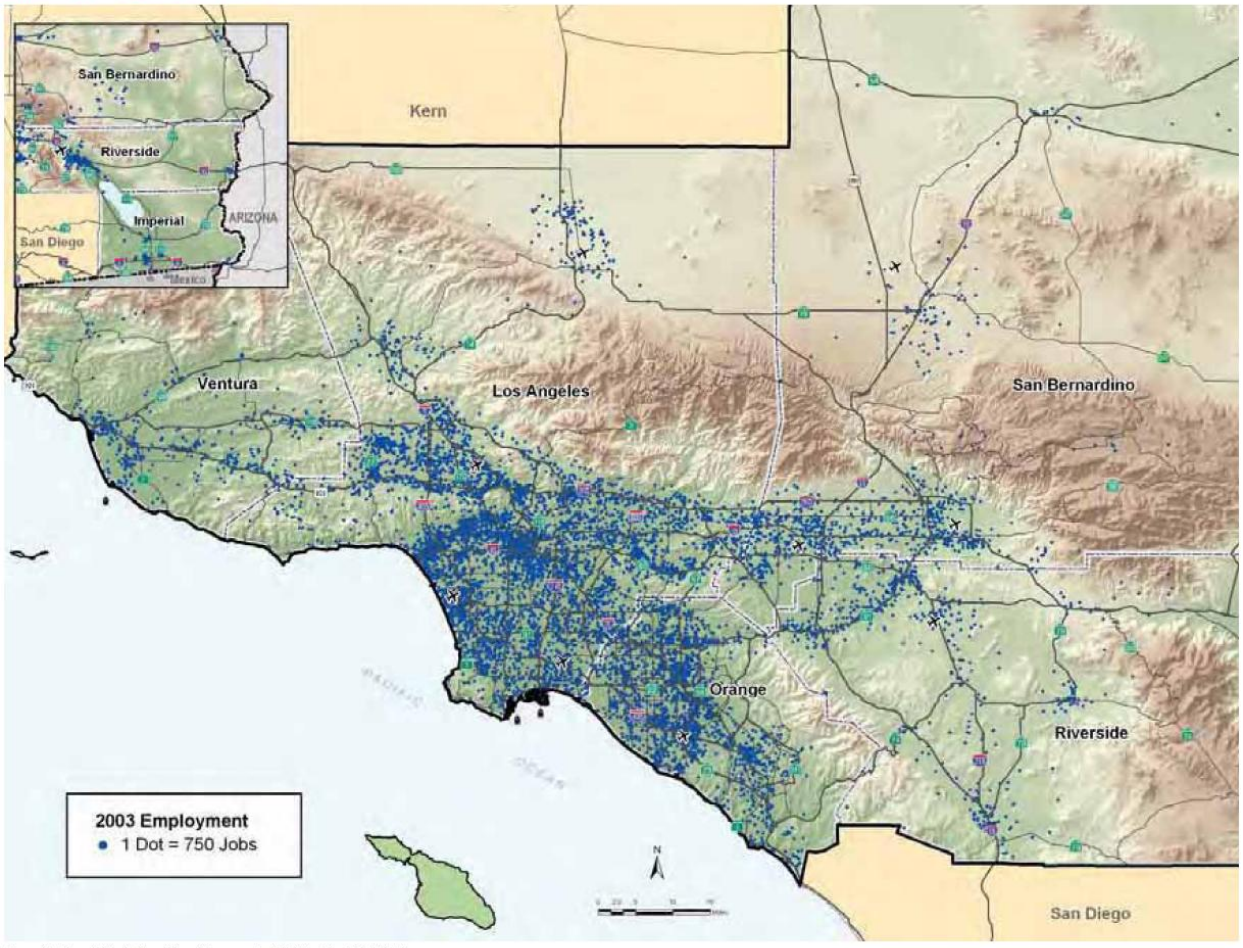
Source: CA Department of Finance

Employment

Riverside and San Bernardino Counties have attracted businesses with their large supply of vacant land, proximity to major ports in Los Angeles and Long Beach, and the extensive transportation network of highways and railroad lines.

Employment in Riverside and San Bernardino Counties grew significantly between 1990 and 2010. Riverside County added 87,934 jobs and San Bernardino County added 41,497 jobs. Despite this job growth, the jobs to housing imbalance in both counties worsened. A contributing factor is the variation in average per capita income of the Inland Empire and the surrounding area. From 2005 to 2009 (in 2009 dollars), the per capita income in Riverside County ($24,642) and San Bernardino County ($21,792) were significantly lower than Orange County ($33,901) and Los Angeles County ($26,983)[3]. Thus, many of the residents in Riverside and San Bernardino Counties commute to employment centers in Los Angeles and Orange Counties. The exhibit below represents employment in 2003.

Exhibit 8: 2003 Employment Map



Source: Southern California Association of Governments, ESRI StreetMap USA, Teleatlas

[3] *US Census Bureau*

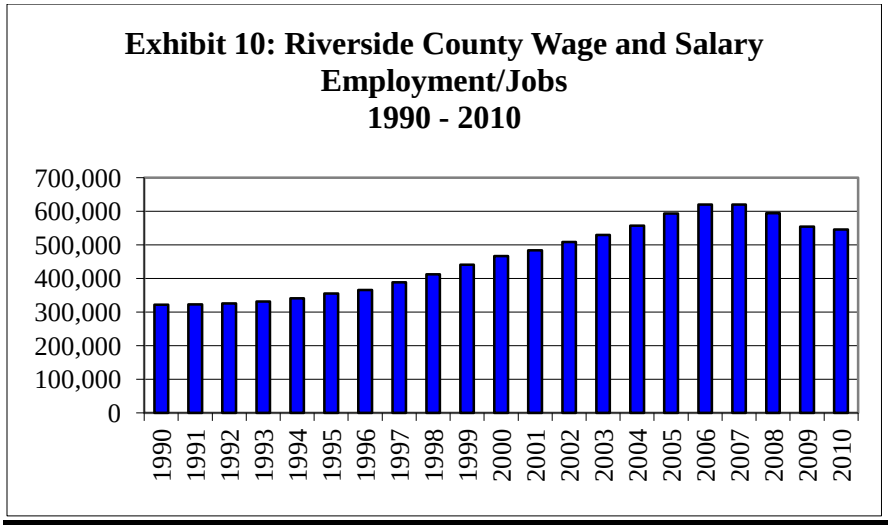
Exhibit 9: Employment Growth Riverside and San Bernardino Counties 1990-2010[4]

County	Employment in 1990	Employment in 2010	Increase	Percent Change
Riverside	498,300	586,234	87,934	18%
San Bernardino	599,000	640,497	41,497	7%
Los Angeles	4,259,700	4,123,262	-136,438	-3%
Orange	1,306,200	1,490,318	184,118	14%
Total	6,663,200	6,840,311	177,111	3%

Riverside County Employment Statistics[5]

The county has experienced steady job growth since 1990 but has been affected by the recent economic downturn. Since 1990, county employment has nearly doubled.

Exhibit 10: Riverside County Wage and Salary Employment/Jobs 1990 - 2010

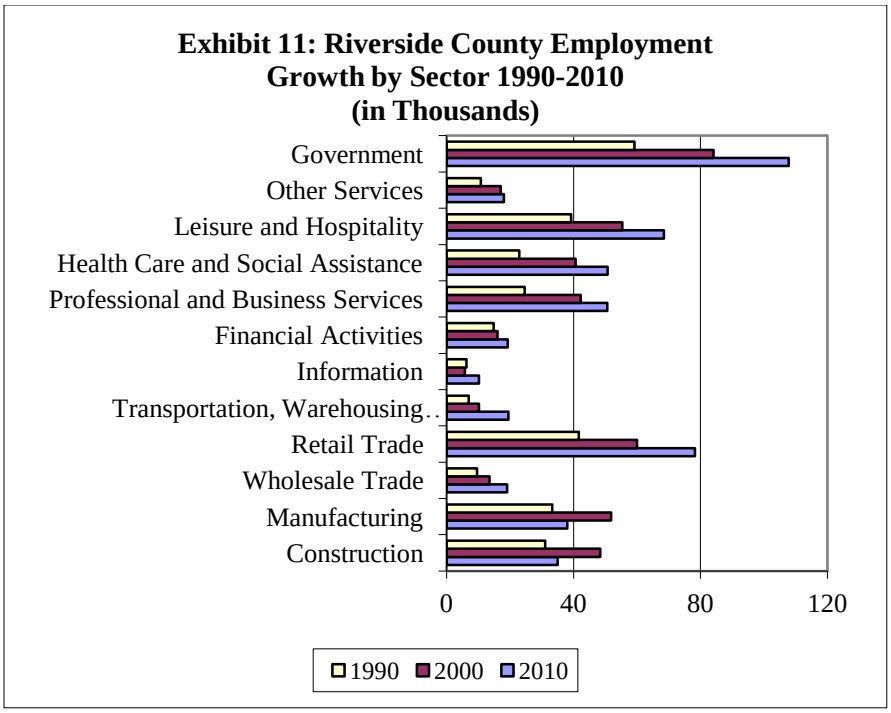


Source: CA Employment Development Department and Caltrans Economic Analysis Branch

The largest employer in the Riverside County is the government sector which includes federal, state, local, public schools, colleges and universities. The retail sector is the second largest employer. Third and fourth largest are the leisure and hospitality and the health care and social assistance sectors, respectively.

[4] *California Employment Development Department :Labor Force and Unemployment Data*

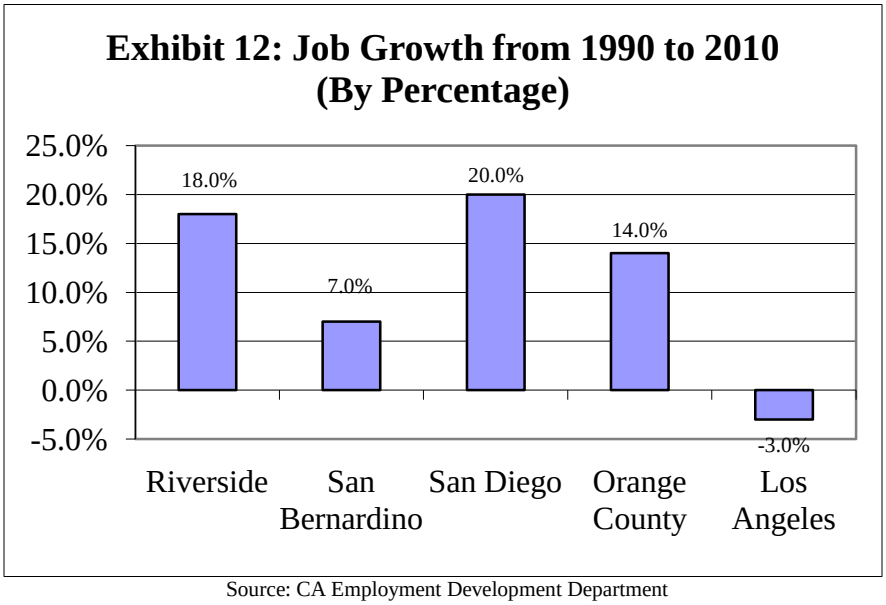
[5] *2009 Riverside County Progress Report*



Source: CA Employment Development Department

San Bernardino County Employment Statistics[6]

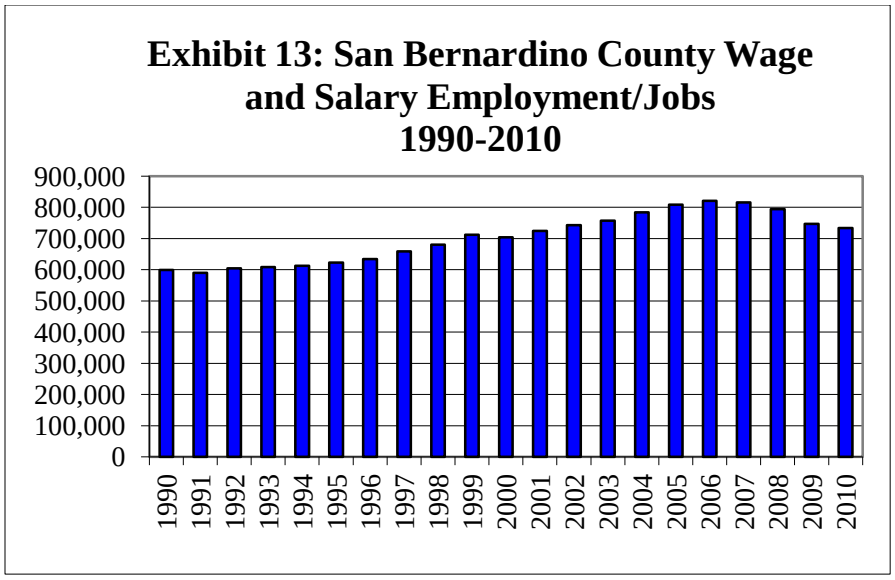
Both counties have experienced job growth from 1990 to 2010. Within the last two decades, San Bernardino County employment has grown by 7 percent and Riverside County has grown 18 percent.



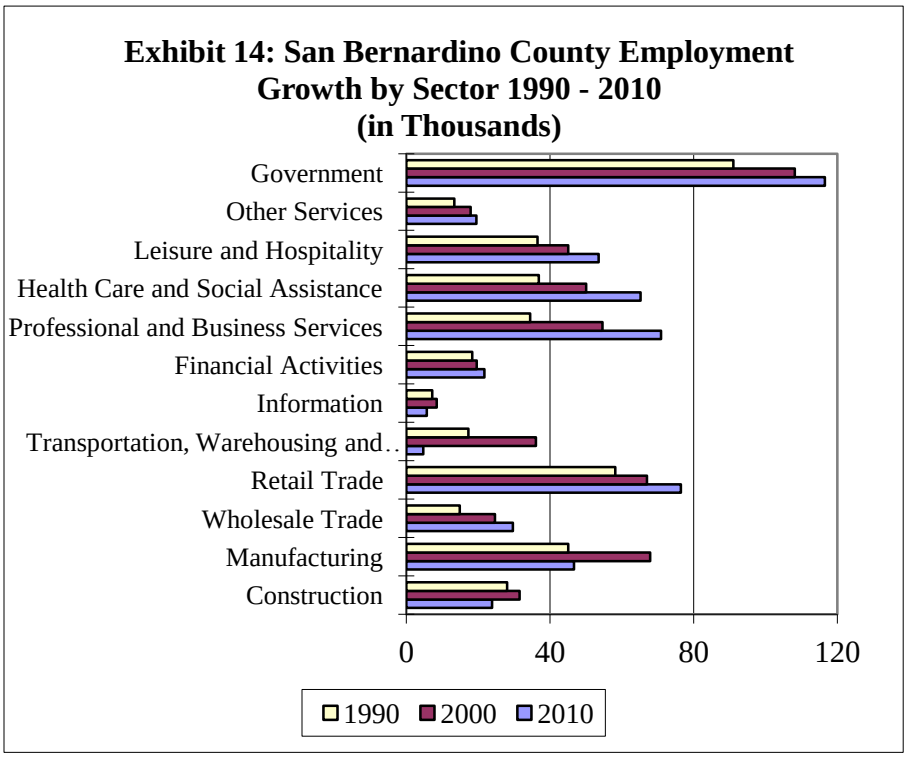
Source: CA Employment Development Department

Source: CA Employment Development Department

[6] *San Bernardino County Industry Employment & Labor Force - by Annual Average, March 2008 Benchmark*



The leading employers in the county are the service providers such as trade, transportation, retail, financial and professional and professional services. Government is the largest employer.



Source: CA Employment Development Department

Housing

Since the 1950s, the area has evolved from a rural to a suburban environment. In addition to existing cities such as Riverside and San Bernardino, the region is comprised of numerous suburban cities known as bedroom communities. Affordable home ownership is the primary motivation behind the growth in the Inland Empire as homes are generally less expensive than comparable homes in Orange and Los Angeles Counties, however, the area still lies in close proximity to the Los Angeles area. This attraction has resulted in a jobs-housing imbalance with increasing inter-county commute volumes**.**

The steady rise in population and the demand for housing had led to a dramatic increase in single-family residential construction. In addition, much of the land that was used for agriculture was sold and converted for more intensive purposes such as shopping centers, industrial warehouses, etc. This continuous development has become seemingly uncontrolled suburban sprawl[7].

Exhibit 15: Household Growth Riverside and San Bernardino Counties[8]

County	Households in 1990	Households in 2010	Increase	Percent Change
San Bernardino	464,737	611,618	146,881	32%
Riverside	402,067	686,260	284,193	71%
Total	866,804	1,297,878	431,074	50%

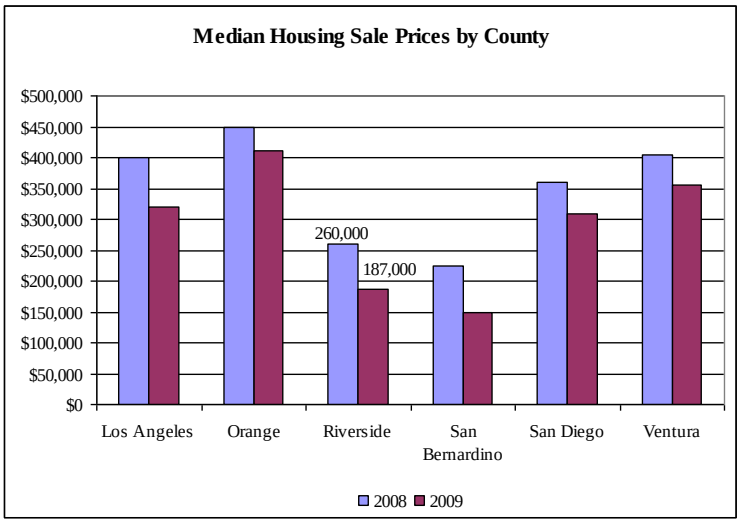
[7] *Smart Growth America in 2002, http://www.smartgrowthamerica.org/*

[8] *1990 Census Data and the Southern California Association of Governments 2008 RTP Growth Forecast Report*

Riverside County Housing Statistics[9]

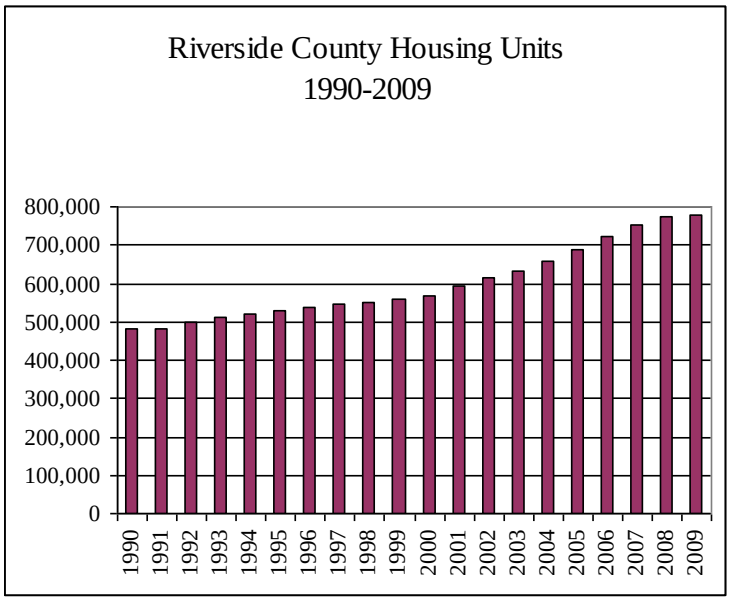
During the last decade housing in the County grew by 195,000 units that exceeding growth throughout the 1990's of 85,400. The current growth in housing is mostly attributed to the diminishing developable land in the surrounding coastal communities, favorable housing prices in Riverside County, and the lifestyle choices offered.

Exhibit 16



The increase in housing production in Riverside County more than doubled between 2000 and 2007, with only a slight decrease in production between 2007 and 2009 due to the current economic climate. The demand is mostly attributed to the inflow of domestic migrants.

Exhibit 17

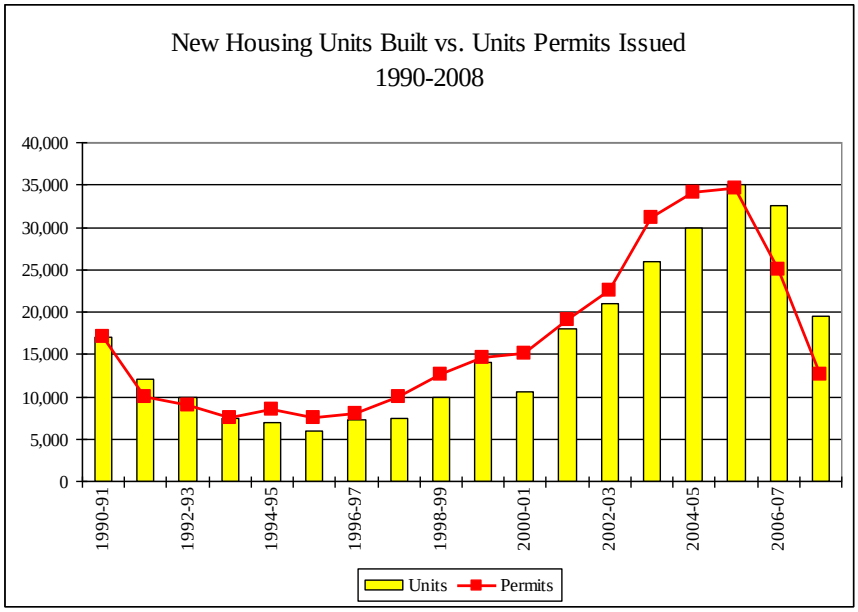


Source: CA Department of Finance

[9] *2009 Riverside County Progress Report*

An indicator of sector growth is the issuance of residential building permits. The county experienced dramatic growth in permit activity after 2000, peaking in 2005 with the issuance of 34,375 permits. A total of 179,000 building permits were issued between 2000 and 2006, according to the U.S. Department of Housing and Urban Development.

Exhibit 18

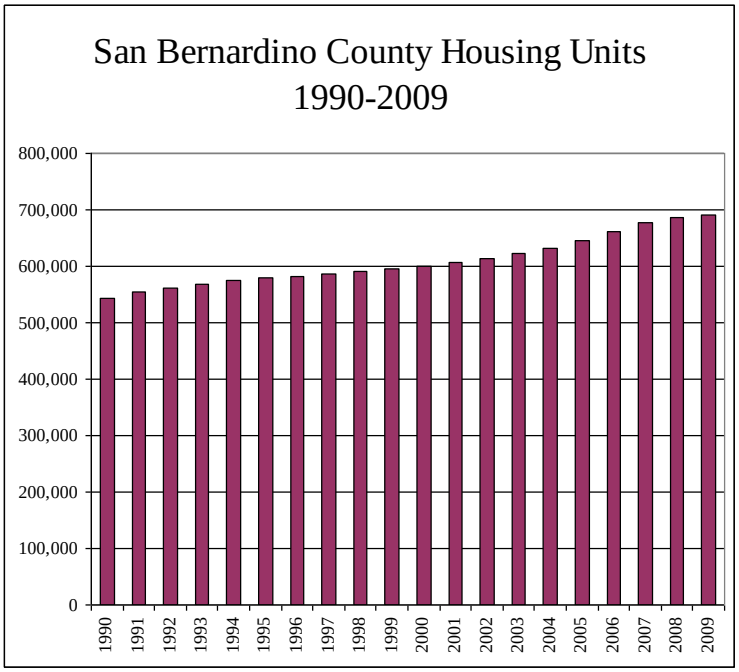


San Bernardino County Housing Statistics

The growth in San Bernardino is similar to that of Riverside County. During the last decade, housing in the county grew by 90,304 units exceeding growth throughout the 1990's of 52,408.

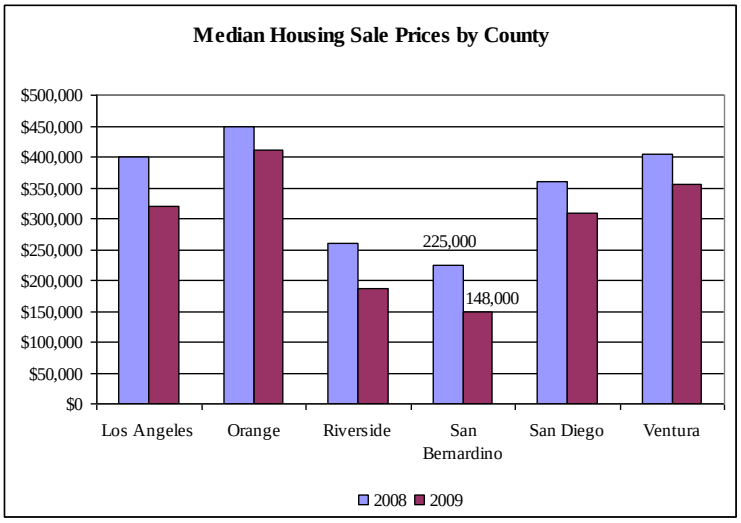
The increase in housing production in San Bernardino County more than doubled between 2000 and 2007, with only a slight decrease in production between 2007 and 2009 due to the current economic climate.

Exhibit 19



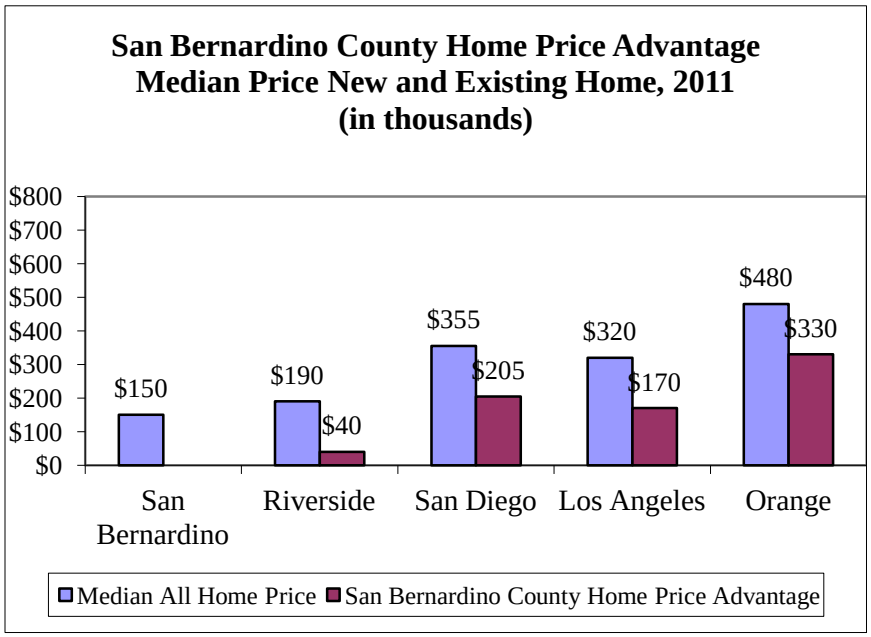
Source: CA Department of Finance

Exhibit 20



Source: DQNews

Exhibit 21



Source: DQNews

State Highway System

The purpose of the state highway system is to connect communities and regions of the state and to serve the state's economy by connecting centers of commerce, industry, agriculture, mineral wealth, and recreation. Within District 8, the state highway system consists of four Interstates, 28 State Routes, and two U.S. Highways. The existing District 8 state highway lane configurations and traffic data are described in the following exhibit.

Exhibit 22: Existing State Highway Facilities

Rte.	Seg.	Co.	Post Mile	Description	Access Control	Lanes		2008 ADT[3]
						MF[1]	HOV[2]	
2	1	SBd	0.0/6.4	L. A. Co. Line to SR-138	Conv	2	0	4,700
10	1	SBd	0.00/9.9	LA/SBd Co. Line to I-15	Freeway	8	2	251,700
	2	SBd	9.9/R24.2	I-15 to I-215	Freeway	8	0	212,000
	3	SBd	R24.2/29.3	I-215 to SR-210	Freeway	8	0	209,600
	4	SBd	29.3/33.1	SR-210 to Ford Street	Freeway	8	0	155,200
	5 WB	SBd	33.1/37.0	Ford Street to Live Oak Canyon Road, Westbound	Freeway	3	0	125,741
	5 EB	SBd	33.1/37.0	Ford Street to Live Oak Canyon Road, Eastbound	Freeway	3+1 T	0	125,741
	6	SBd	37.0/R39.2	Live Oak Canyon Rd To SBd/Riv Co. Line	Freeway	6	0	103,000
	7	Riv	R0.0/6.7	SBd/Riv Co. Line to SR-60	Freeway	6	0	97,500
	8	Riv	6.7/R25.2	SR-60 to SR-111	Freeway	8	0	110,100
	9	Riv	R25.2/29.7	SR-111 to SR-62	Freeway	8	0	81,000
	10	Riv	29.7/46.9	SR-62 to Cook Street	Freeway	8	0	87,600
	11	Riv	46.9/R54.7	Cook Street to Monroe Street	Freeway	6	0	81,300
	12	Riv	R54.7/R57.8	Monroe Street to SR-86S	Freeway	6	0	57,000
	13	Riv	R57.8/R58.9	SR-86S to Dillon Road	Freeway	4	0	26,800
	14	Riv	R58.9/R156.4	Dillon Road to AZ State Line	Freeway	4	0	24,700
15	1	Riv	R0.0/3.4	SD/Riv Co. Line to SR-79 South	Freeway	8	0	129,000
	2	Riv	3.4/6.6	SR-79 South to SR-79 North	Freeway	8	0	155,700
	3	Riv	6.6/8.7	SR-79 North to I-215 South	Freeway	8	0	186,000
	4	Riv	8.7/16.3	I-215 South to Bundy Canyon Rd.	Freeway	6	0	121,800
	5	Riv	16.3/22.3	Bundy Canyon Road to SR-74	Freeway	6	0	117,000
	6	Riv	22.3/36.8	SR-74 to Cajalco Road	Freeway	6	0	119,200
	7	Riv	36.8/40.4	Cajalco Road to Magnolia Avenue	Freeway	6	0	158,600
	8	Riv	40.4/41.5	Magnolia Avenue to SR-91	Freeway	6	0	174,000
	9	Riv	41.5/51.5	SR-91 to SR-60	Freeway	6	0	149,800
	10	Riv	51.5/52.3	SR-60 to SBd/Riv County Line	Freeway	6	0	214,000
	11	SBd	0.0/2.4	SBd/Riv County Line to I-10	Freeway	8	0	214,000
	12	SBd	2.4/8.1	I-10 to SR-210	Freeway	8	0	172,700
	13	SBd	8.1/15.7	SR-210 to Glen Helen Parkway	Freeway	8	0	136,400
	14	SBd	15.7/R13.8	Glen Helen Parkway to I-215 North	Freeway	6	0	133,000
	15	SBd	R13.8/R21.4	I-215 North to SR-138	Freeway	8	0	154,200
	16	SBd	R21.4/31.8	SR-138 to US-395	Freeway	8	0	131,600
	17	SBd	31.8/37.6	US-395 to Bear Valley Road	Freeway	6	0	101,800
	18	SBd	37.6/43.5	Bear Valley Road to North Jct. SR-18	Freeway	6	0	84,800
	19	SBd	43.49/70.1	North Jct. SR-18 to SR-58	Freeway	6	0	54,500
	20	SBd	70.1/74.4	SR-58 to I-40	Freeway	6	0	68,300

Rte.	Seg.	Co.	Post Mile	Description	Access Control	Lanes		2008 ADT[3]
						MF[1]	HOV[2]	
15	21	SBd	74.4/R186.2	I-40 to Nevada State Line	Freeway	4	0	37,100
18	1	SBd	T6.2/T7.6	Jct. SR-210 to 40th St.	Conv	4	0	27,600
	2	SBd	T7.6/T8.3	40th. St to Sierra Way	Conv	4	0	17,800
	3	SBd	T8.3/R17.7	Sierra Way to Jct. SR-138	Expwy	4	0	17,200
	4	SBd	R17.7/20.6	Jct. SR-138 to Jct. SR-189	Expwy	2	0	8,800
	5	SBd	20.6/23.4	Jct. SR-189 to Daley Canyon Rd.	Conv	2	0	7,100
	6	SBd	23.4/24.7	Daley Canyon Rd. to SR-173	Conv	2	0	11,000
	7	SBd	24.7/31.7	Jct. SR-173 to SR-330	Conv	2	0	7,600
	8	SBd	31.7/44.3	SR-330 to SR-38 West	Conv	2	0	6,500
	9	SBd	44.3/45.5	SR-38 West to West Big Bear Lake City Limits	Conv	2	0	4,600
	10	SBd	45.5/49.1	West Big Bear Lake City Limits to Pine Knot Blvd	Conv	2	0	5,800
	11	SBd	49.1/50.4	Pine Knot Blvd to Summit Blvd	Conv	4	0	12,800
	12	SBd	50.4/51.6	Summit Blvd. to Stanfield Cutoff	Conv	4	0	24,600
	13	SBd	51.6/52.7	Stanfield Cutoff to Division Dr	Conv	2	0	19,700
	14	SBd	52.7/54.5	Division Dr to SR-38 East	Conv	2	0	15,200
	15	SBd	54.5/73.4	SR-38 East to SR-247	Conv	2	0	3,600
	16	SBd	73.4/87.9	SR-247 to Central Rd.	Conv	2	0	8,900
	17	SBd	87.9/89.6	Central Rd. to Kiowa Rd.	Conv	4	0	14,800
	18	SBd	89.6/94.4	Kiowa Rd. to Apple Valley Rd.	Conv	4	0	31,100
	19	SBd	94.4/96.6	Apple Valley Rd. to N. Jct. I-15	Conv	4	0	38,600
	Break in route							
	20	SBd	96.6/97.0	S. Jct. I-15 to Amargosa Rd.	Conv	4	0	43,500
	21	SBd	97.0/101.0	Amargosa Rd. to Jct. US-395	Conv	4	0	23,800
	22	SBd	101.0/115.9	Jct. US-395 to SBd/LA Co. Line	Conv	2	0	7,018
38	1	SBd	0.0/0.6	I-10 to Lugonia Ave. & Orange St.	Conv	2	0	16,900
	2	SBd	0.6/5.4	Lugonia Ave. to Garnet Ave	Conv	2	0	16,400
	3	SBd	5.4/15.0	Garnet Ave to Valley of the Falls Dr.	Conv	2	0	8,000
	4	SBd	15.0/46.6	Valley of the Falls Dr. to State Ln.	Conv/ Expwy	2	0	3,000
	5	SBd	46.6/48.2	State Ln. to Big Bear Blvd.	Conv	2	0	8,400
	6	SBd	48.2/49.5	Big Bear Blvd. to N. Jct. SR-18	Conv	2		14,600
	7	SBd	49.5/59.4	N. Jct. SR-18 to S. Jct. SR-18/Big Bear Dam	Conv	2	0	2,500
40	1	SBd	0.0/R2.4	I-15 to Main Street	Freeway	4	0	19,500
	2	SBd	R2.4/R7.2	Main Street to "A" Street	Freeway	4	0	17,800
	3	SBd	R7.2/R107.2	"A" Street to Goff's Road	Freeway	4	0	14,100
	4	SBd	R107.2/R132.7	Goff's Road to SR-95 North	Freeway	4	0	13,200
	5	SBd	R132.7/R143.8	SR-95 North to SR-95 South	Freeway	4	0	15,800
	6	SBd	R143.8/R154.6	SR-95 South to Arizona State Line	Freeway	4	0	13,800
58	1	SBd	R0.0/5.4	Kern/SBd Co. Line to US-395	Conv	2	0	13,300
	2	SBd	5.4/R12.9	US-395 to 7.5 miles E. of US-395	Conv	2	0	10,700
	3	SBd	R12.9/R21.8	7.5 miles east of US-395 to 2.8 miles W. of Hidden River Rd.	Expwy	4	0	11,000
	4	SBd	R21.8/R31.1	2.8 miles W. of Hidden River Rd. to 0.7 miles E. of Lenwood Rd.	Expwy	2	0	11,200

Rte.	Seg.	Co.	Post Mile	Description	Access Control	Lanes		2008 ADT[3]
						MF[1]	HOV[2]	
58	5	SBd	R31.1/R34.8	0.7 miles east of Lenwood Road to I-15	Freeway	4	0	11,800
60	1	SBd	R0.00/R10.00	LA/SBd Co. Line to SBd/ Riv Co. Line	Freeway	8	2	221,600
	2	Riv	R0.00/12.21	SBd/Riv County Line to West Jct. I-215/SR-91/SR-60	Freeway	8/6	2	137,400
	Break in route							
	3	Riv	R12.21/19.12	I-215/SR-60 East Jct. to Moreno Beach Dr.	Freeway	4	2	99,400
	4	Riv	19.12/22.10	Moreno Beach Dr. to Gilman Springs Rd.	Freeway	4	0	55,400
	5	Riv	22.10/30.50	Gilman Springs Road to I-10	Freeway	4	0	47,700
62	1	Riv	0.00/9.24	I-10 to Riv/SBd County Line	Expwy	4	0	19,200
	2	SBd	0.00/8.29	Riv/SBd County Line to Yucca Valley City Limits	Conv	4	0	22,600
	3	SBd	8.29/12.40	Yucca Valley City Limits to SR-247	Conv	4	0	26,900
	4	SBd	12.40/15.15	SR-247 to Yucca Mesa Road	Conv	4	0	28,500
	5	SBd	15.15/18.27	Yucca Mesa Road to Park Blvd.	Conv	4	0	20,900
	6	SBd	18.27/25.17	Park Blvd. to Twentynine Palms City Limits	Conv	4	0	16,500
	7	SBd	25.17/30.19	Twentynine Palms City Limits to Sunrise Road	Conv	4	0	15,500
	8	SBd	30.19/33.21	Sunrise Road to Adobe Road	Conv	4	0	13,000
	9	SBd	33.21/34.22	Adobe Rd. to Utah Trail	Conv	2	0	8,500
	10	SBd	34.22/37.88	Utah Trail to Twentynine Palms City Limits	Conv	2	0	2,700
	11	SBd	37.88/79.48	Twentynine Palms Limits to SBd/Riv County Line	Conv	2	0	570
	12	Riv	79.48/90.20	SBd/Riv County Line to Riv/SBd County Line	Conv	2	0	1,300
	13	SBd	90.20/125.76	Riv/SBd County Line to US-95	Conv	2	0	2,000
	14	SBd	125.76/142.79	US-95 to AZ State Line	Conv	2	0	2,700
66	1	SBd	20.14/21.40	Pepper Ave to Fourth Street	Conv	4	0	22,400
	2	SBd	21.40/23.16	Fourth Street to Fifth Street	Conv	4	0	17,800
71	1	SBd	R0.00/R5.70	LA/SBd Co. Line to Soquel Cyn. Rd.	Freeway	6	2	75,700
	2	SBd	R5.70/R8.48	Soquel Cyn Rd to SBd/RIV Co. Line	Freeway	4	2	57,100
	3	Riv	0.00/G3.03	SBd/Riv County Line to SR-91	Expwy	4	0	55,000
74	1	Riv	0.00/11.83	Orange Co. Line to Grand Avenue	Conv	2	0	9,800
	2	Riv	11.83/R17.25	Grand Avenue to I-15	Conv	2	0	22,200
	3	Riv	17.25/25.75	I-15 to Seventh Street	Conv	4	0	31,000
	Break in route							
	4	Riv	25.54/30.81	S JCT I-215 to Briggs Rd.	Conv	4	0	26,600
	5	Riv	30.81/34.33	Briggs Rd. to SR-79 South/Winchester	Conv	4	0	29,600
	6	Riv	34.33/37.96	Jct. SR-79 South/Winchester to Warren Rd	Conv	4	0	32,900
	7	Riv	37.96/45.61	Warren Rd to Lincoln Ave	Conv	4	0	25,500
	8	Riv	45.61/46.63	Lincoln Ave. to Schultz Rd.	Conv	4	0	3,700
	9	Riv	46.63/71.75	Schultz Rd. to Jct SR-371	Conv	2	0	3,200
	10	Riv	71.75/92.34	Jct SR-371 to Cahuilla Way	Conv	2	0	3,400
78	1	Riv	0.00/16.41	Imp/Riv County Line to I-10	Conv	2	0	2,215

Rte.	Seg.	Co.	Post Mile	Description	Access Control	Lanes		2008 ADT[3]
						MF[1]	HOV[2]	
79	1	Riv	0.00/2.30	SD/RivCo Line to SR-371	Conv	2	0	2,700
	2	Riv	2.30/12.54	SR-371 to Pauba Rd	Conv	2	0	8,300
	3	Riv	12.54/16.00	Pauba Rd to Riv Co/Temecula City Limits	Conv	2	0	8,300
	Break in route							
	4	Riv	19.55/19.80	Bedford Court to S. Jct I-15	Conv	4	0	52,000
	Break in route							
	5	Riv	R2.28/R2.50	N. Jct. I-15 to Ynez Rd.	Conv	6	0	54,500
	Break in route							
	6	Riv	R4.78/R6.00	Murrieta Hot Springs Rd. to Hunter Rd	Conv	6	0	30,500
	7	Riv	R6.00/R10.50	Hunter Rd to Abelia St	Conv	4	0	25,500
	8	Riv	R10.50/R12.24	Abelia St to Scott Rd./Washington St.	Conv	2	0	19,700
	9	Riv	R12.24/R19.16	Scott Rd./Washington St. to W. Jct. SR-74	Conv	2	0	13,900
	Break in route							
	10	Riv	25.70/28.49	East SR-74 to S. Santa Fe Ave./Cottonwood Ave	Conv	2	0	15,200
	11	Riv	28.49/34.20	S. Santa Fe Ave./Cottonwood Ave to Potter Rd	Conv	4	0	10,500
	12	Riv	34.20/38.12	Potter Rd to Potrero Blvd	Conv	4	0	27,800
	13	Riv	38.12/40.44	Potrero Blvd to I-10	Conv	4	0	26,300
83	1	SBd	0.00/1.89	SR-71 to Pine Ave	Expwy	2/4	0	20,500
	2	SBd	1.89/7.18	Pine Ave to SR-60	Conv	4	0	23,300
	3	SBd	7.18/11.10	SR-60 to Upland, I-10	Conv	6	0	31,000
86/ 86S	1	Riv	0.00/R10.00	Imperial County Line to Avenue 68	Expwy	4	0	19,800
	2	Riv	R10.00/R18.32	Avenue 68 to Avenue 54	Expwy/ Freeway	4	0	28,500
	3	Riv	R18.32/R22.16	Avenue 54 to Dillon Road	Expwy	4	0	29,500
	4	Riv	R22.16/R23.24	Dillon Road to I-10	Freeway	4	0	30,500
91	1	Riv	R0.00/R2.10	Or/Riv County Line to SR-71	Freeway	8	4	259,900
	2	Riv	R2.10/6.30	SR-71 to Main St	Freeway	8	2	252,981
	3	Riv	6.30/7.50	Main St to I-15	Freeway	8	2	233,000
	4	Riv	7.50/10.8	I-15 to Pierce St.	Freeway	6	2	214,149
	5	Riv	10.8/15.60	Pierce St to Adams St	Freeway	6	2	182,871
	6	Riv	15.60/20.00	Adams St to 14th Street	Freeway	6	0	167,437
	7	Riv	20.00/21.66	14th Street to SR-60/I-215	Freeway	6	0	155,449
95	1	Riv	L0.16/3.52	I-10 to Sixth Avenue	Conv	2	0	3,500
	2	Riv	3.52/36.20	Sixth Avenue to SBd/Riv Co. Line	Conv	2	0	2,100
	3	SBd	0.00/37.30	SBd/Riv County Line to Havasu Lake Road	Conv	2	0	2,600
	4	SBd	37.30/57.24	Havasu Lake Road to East Jct. I-40	Conv	2	0	5,600
	Break in route							
	5	SBd	57.24/80.45	West Jct. I-40 to NV State Line	Conv	2	0	3,300
111	1	Riv	0.00/18.43	Imperial County Line to 66th	Conv	2	0	2,100
	2	Riv	47.2/55.2	Golf Club Dr. to Gateway Drive	Conv	4	0	19,100
	3	Riv	55.2/R63.3	Gateway Dr. to Jct. I-10	Expwy	4	0	16,000

Rte.	Seg.	Co.	Post Mile	Description	Access Control	Lanes		2008 ADT[3]
						MF[1]	HOV[2]	
127	1	SBd	L0.00/L0.17	Jct. I 15 to Baker Blvd. (Jct. Old State Highway)	Conv	2	0	67,000
	2	SBd	L0.17/0.85	Baker Blvd. (Jct. Old State Highway) to Silver Ln.	Conv	2	0	2,100
	3	SBd	0.85/41.47	Silver Ln. to SBd/Inyo Co. Line	Conv	2	0	840
138	1	SBd	0.00/6.66	LA/SBd County Line to SR-2	Conv	2	0	13,500
	2	SBd	6.66/15.20	SR-2 to I-15	Conv	2	0	17,600
	3	SBd	15.20/19.48	I-15 to P.M. 19.8	Conv	2	0	4,400
	4	SBd	19.48/R23.96	P.M. 19.8 to SR-173	Conv	2	0	4,400
	5	SBd	R23.96/R30.79	SR-173 to Pilot Rock Road	Conv	2	0	1,600
	6	SBd	R30.79/35.74	Pilot Rock Road to Waters Drive	Conv	2	0	1,700
	7	SBd	35.74/36.27	Waters Drive to Knapps Cutoff	Conv	2	0	5,800
	8	SBd	36.27/36.71	Knapps Cutoff to Crest Forest	Conv	2	0	3,100
	9	SBd	36.71/R37.83	Crest Forest to SR-18	Conv	2	0	7,400
142	1	SBd	0.00/R3.87	Or/SBd County Line to Chino Hills Parkway	Conv	2	0	14,400
	2	SBd	R3.87/5.78	Chino Hills Parkway to SR-71	Conv	4	0	27,400
173	1	SBd	L0.00/L6.99	SR-138 to Arrowhead Lake Rd.	Conv	2	0	1,200
	2	SBd	L6.99/12.85	Arrowhead Lake Road to Rifle Range Road	Closed	-	-	-
	3	SBd	12.85/17.06	Rifle Range Rd. to North Bay Road	Conv	2	0	600
	4	SBd	17.21/19.77	North Bay Rd. to Hook Creek Rd.	Conv	2	0	2,800
	5	SBd	19.77/23.00	Hook Creek Road to SR-18	Conv	2	0	5,400
177	1	Riv	0.00/0.18	I-10 to Ragsdale Road	Conv	2	0	3,700
	2	Riv	0.18/27.02	Ragsdale Road to SR-62	Conv	2	0	1,300
178	1	SBd	0.00/14.78	Kern/SBd County Line to end of pavement	Conv	2	0	2,400
189	1	SBd	0.00/2.80	SR-18 to Grass Valley Road	Conv	2	0	4,100
	2	SBd	2.80/5.60	Grass Valley Road to SR-173	Conv	2	0	9,700
210	1	SBd	0.00/11.50	LA/SBd County Line to I-15	Freeway	6	2	159,400
	2	SBd	11.50/R21.95	I-15 to I-215	Freeway	6	2	87,600
	3	SBd	R21.95/R23.10	I-215 to SR-259	Freeway	6	0	52,400
	4	SBd	R23.10/R26.73	SR-259 to Highland Avenue	Freeway	6	0	101,900
	5	SBd	R26.73/R33.18	Highland Avenue to I-10	Freeway	4	0	78,000
215	1	Riv	R8.43/R23.54	I-15 to SR-74	Freeway	4	0	83,300
	2	Riv	23.54/27.89	SR-74 to Nuevo Road	Freeway	4	0	88,400
	3	Riv	27.89/R30.93	Nuevo Road to Ramona Expressway	Freeway	6	0	103,000
	4	Riv	R30.93/R38.34	Ramona Expressway to SR-60 East	Freeway	6	0	121,400
	5	Riv	R38.34/R43.27	SR-60 East to 60/91/215 Jct.	Freeway	6	2	163,500
	6	Riv	R43.27/45.33	60/91/215 Jct. to Riv/SBd County Line	Freeway	6	0	139,800
	7	SBd	0.00/4.05	Riv/SBd County Line to I-10	Freeway	6	0	193,100
	8	SBd	4.05/8.45	I-10 to SR-259	Freeway	6	0	155,700
	9	SBd	8.45/10.05	SR-259 to SR-210	Freeway	4	0	70,200

Rte.	Seg.	Co.	Post Mile	Description	Access Control	Lanes		2008 ADT[3]
						MF[1]	HOV[2]	
215	10	SBd	10.05/17.75	SR-210 to I-15	Freeway	4	0	71,100
243	1	Riv	0.00/3.61	SR-74 to Country Club Drive	Conv	2	0	12,000
	2	Riv	3.61/7.53	Country Club Drive to Marion Ridge Drive	Conv	2	0	12,000
	3	Riv	7.53/28.28	Marion Ridge Drive to San Gorgonio Avenue	Conv	2	0	4,059
	4	Riv	28.28/29.70	San Gorgonio Avenue to I-10	Conv	2	0	2,532
247	1	SBd	0.00/2.30	SR-62 to Hillcrest Dr.	Conv	4	0	12,000
	2	SBd	2.30/3.00	Hillcrest Dr. to Buena Vista Dr.	Conv	2	0	12,000
	3	SBd	3.00/39.60	Buena Vista Dr. to Camp Rock Rd.	Conv	2	0	12,000
	4	SBd	39.60/44.90	Camp Rock Rd. to W. Jct Rte 18	Conv	2	0	2,300
	Break in route							
	5	SBd	44.90/76.42	South Jct. SR-18 to 1.7 miles south of I-15 (Barstow City limits)	Conv	2	0	2,000
	6	SBd	76.42/78.10	1.7 miles south of I-15 to I-15	Conv	4	0	14,500
259	1	SBd	L0.00/1.52	I-215 to SR-210	Freeway	4	0	61,000
330	1	SBd	R28.70/T30.07	SR-210 to County Flood Channel	Freeway	4	0	9,700
	2	SBd	T30.07/44.12	County Flood Channel to SR-18	Expwy	2	0	9,700
371	1	Riv	56.40/60.23	SR-79 to Wilson Valley Road	Conv	2	0	6,200
	2	Riv	60.23/67.66	Wilson Valley Road to Cary Road	Conv	2	0	7,300
	3	Riv	67.66/71.31	Cary Road to Contreras Rd.	Conv	2	0	7,100
	4	Riv	71.31/77.15	Contreras Road to SR-74	Conv	2	0	6,900
395	1	SBd	R4.00/6.80	I-15 to California Aqueduct	Conv	2	0	28,400
	2	SBd	6.80/13.60	California Aqueduct to Holly Rd	Conv	2	0	23,900
	3	SBd	13.60/15.70	Holly Rd to Air Expressway	Expwy	2	0	19,000
	4	SBd	15.70/21.10	Air Expressway to Desert Flower Rd	Conv/ Expwy	2	0	12,600
	5	SBd	21.10/46.00	Desert Flower Rd to SR-58	Conv/ Expwy	2	0	8,400
	6	SBd	46.00/73.50	SR-58 to Kern Co. Line	Conv	2	0	4,800

[1] MF = *Number of mixed-flow lanes*
[2] HOV = *Number of high occupancy vehicle lanes*
[3] ADT = *Average daily traffic*
Conv = Conventional Highway – No Access Control
Expwy = Expressway – Partial Control
Freeway - - Full Control

Maintenance – Pavement Condition

Ongoing preventive maintenance keeps pavements in a state of good repair. Studies have shown that pavement in good condition costs less to maintain. Six to 20 dollars of future money can be saved for each dollar spent when the treatment is applied before the pavement deteriorates into a condition warranting a major rehabilitation or reconstruction project.

To effectively manage pavement, the Department conducts an annual Pavement Condition Survey (PCS). The PCS consists of a visual inspection of the pavement surface using a team of pavement raters and an automated ride quality inspection using a van equipped with two high speed "Profilers". The 2007 PCS, which began in January 2006 and was completed in November 2007, is the most current data available on statewide pavement condition. As shown in the table below, the PCS identified 12,998 lane miles of distressed pavement requiring CAPM and rehabilitation work throughout the State. This is three percent lower than the 13,392 distressed lane miles in the adjusted 2005 survey.

Exhibit 23: State Highways Pavement Conditions Survey

Pavement Condition[2]	2005			2007		
	Lane Miles[3]	Percent of Distressed Pavement	Percent of System	Lane Miles[4]	Percent of Distressed Pavement	Percent of System
Major Structural Distress	9,023	67%	18%	8,102	62%	16%
Minor Structural Distress	4,012	30%	8%	3,914	30%	8%
Poor Ride Quality (Only)	357	3%	1%	981	8%	2%
Total Distressed Pavement	13,392	100%	27%	12,998	100%	26%
Pavement Maintenance	18,715		38%	16,055		32%
Excellent Pavement	17,454		35%	20,424		41%
Total System Lane Miles[1]	49,561		100%	49,477		100%

1. Excludes bridges, ramps and frontage roads.
2. Pavement Condition has been adjusted for 2005 using pavement summary report.
3. Lane miles for 2005 have been adjusted by removing bridges.
4. Lane miles are rounded to whole numbers.

District 8 Pavement Condition

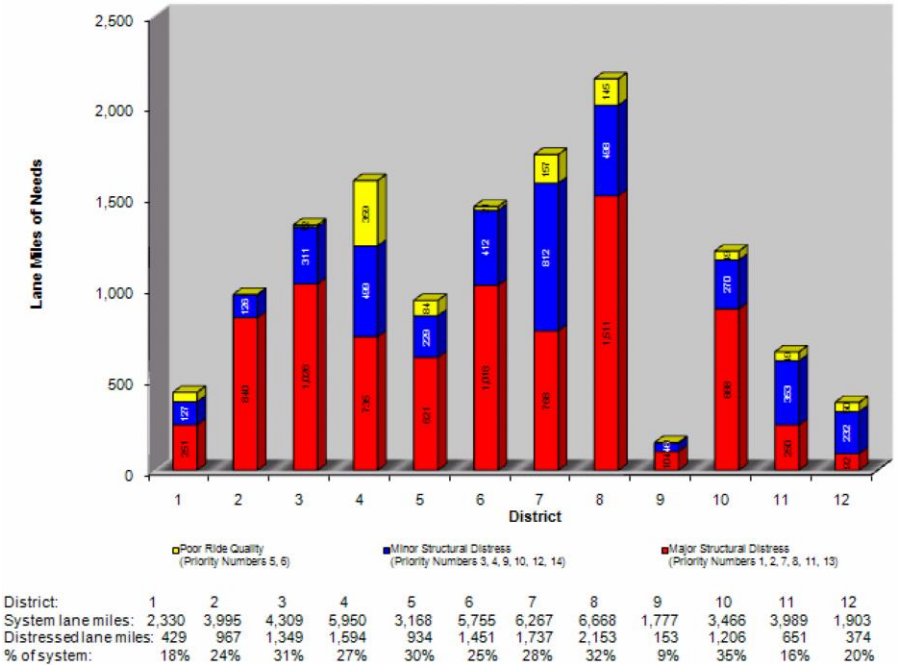
In 2007, the total lane miles of distressed pavement decreased by 394 miles from the adjusted 2005 survey. The table below shows the percent distribution of center line miles, lane miles and distressed lane miles, by district, from the 2007 PCS.

Exhibit 24: Distributions of Centerline Miles, Lane Miles and Distressed Lane Miles, 2007

District	Center Line Miles	District Percentage	Lane Miles	District Percentage	Distressed Lane Miles	District Percentage of State
1	927	6%	2,330	5%	429	3%
2	1,719	12%	3,995	8%	967	7%
3	1,452	10%	4,309	9%	1,349	10%
4	1,361	9%	5,950	12%	1,594	12%
5	1,148	8%	3,168	6%	934	7%
6	2,027	14%	5,755	12%	1,451	11%
7	1,075	7%	6,267	13%	1,737	13%
8	**1,871**	**13%**	**6,668**	**13%**	**2,153**	**17%**
9	739	5%	1,777	4%	153	1%
10	1,303	9%	3,466	7%	1,206	9%
11	980	7%	3,989	8%	651	5%
12	275	2%	1,903	4%	374	3%
Total	14,877	100%	49,477	100%	12,998	100%

Within the Department's twelve districts, District 8 has the largest number of actual distressed lane miles. A chart representing the percent distribution of distressed pavement, by district, from the 2007 PCS is presented below. As noted, seven of the 12 districts have at least 25 percent of their pavement distressed.

Exhibit 25: Distressed Pavement by Caltrans District 2007



District:	1	2	3	4	5	6	7	8	9	10	11	12
System lane miles:	2,330	3,995	4,309	5,950	3,168	5,755	6,267	6,668	1,777	3,466	3,989	1,903
Distressed lane miles:	429	967	1,349	1,594	934	1,451	1,737	2,153	153	1,206	651	374
% of system:	18%	24%	31%	27%	30%	25%	28%	32%	9%	35%	16%	20%

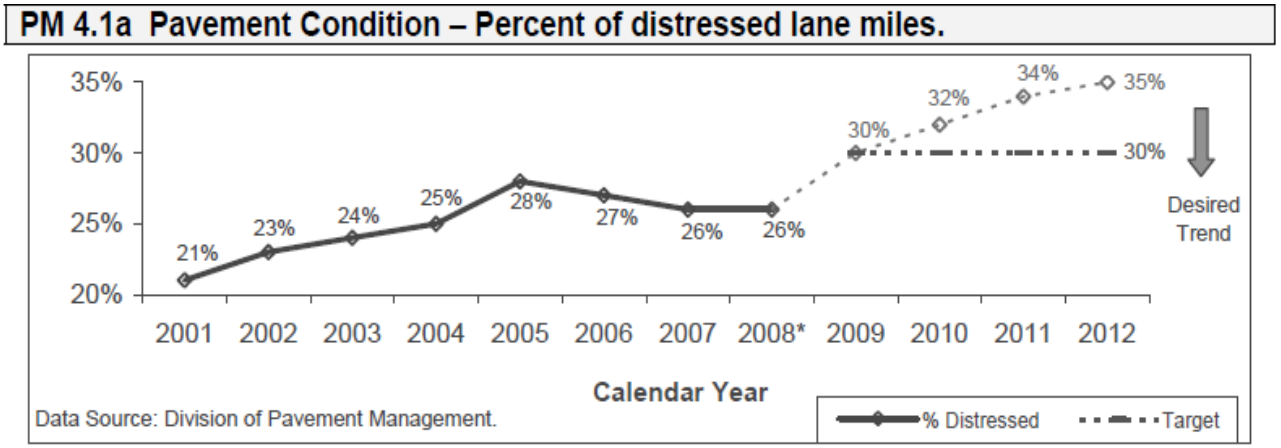
The table below represents the variance of distressed lane miles percentage of District 8's system lane miles from 2002 to 2007. Distressed lane miles have increased to currently 33 percent (1/3) of the system lane miles.

Exhibit 26: District 8 Distressed Lane Miles by Pavement Condition Survey Year

Survey Year	System Lane Miles	Distressed Lane Miles	Percentage of System
2002	6,492	1,767	27%
2003	6,575	1,719	26%
2004	6,575	2,178	33%
2005	6,641	2,189	33%
2007	6,568	2,153	33%

Exhibit 26 shows that in 2008 Distressed Lane-Miles were 26 percent, while the 2009 reporting cycles projected performance to be 30 percent and above by 2012. However, the desired target is to maintain less than 30 percent Distressed Lane-Miles statewide.

Exhibit 27



Notes

1. *The 2008 survey did not collect data for the entire system (only the NHS) and one of the distress types (faulting) was not collected. An estimate of the 2008 data can be made using the previous survey (2007), adding the distressed miles due to wear and aging of the pavement and subtracting the distressed miles eliminated due to construction.
2. Strategic Plan baseline for distressed lane miles is 28%, based on 2005 data.
3. 2006 pavement survey was delayed to 2007. The percentage shown for 2006 is interpolated.
4. Figures shown in red are forecast for pavement distress levels in 2008-2012, based on current State Highway Operation and Protection Program (SHOPP) funding for pavement projects. Meeting the stated target of 30% by 2012 will require a significant increase in SHOPP funding for pavement projects.

The 2007 Pavement Condition Survey (PCS) included pavement field studies for a period longer than a year, due to an update in the data collection methodology. The field work consists of two parts. In the first part, pavement raters visually inspect the pavement surface to assess structural adequacy. In the second part, field staff use vans with automated profilers to measure ride quality. The Statewide 2007 PCS revealed that the majority of distressed pavement was on freeways and expressways (Class 1 roads). As a percentage of total lane-miles for each class, collectors and local roads (Class 3 roads) had the highest amount of distress.

Landscape Architecture Program

The District Landscape Architecture Unit is responsible for the implementation of Caltrans' policies, procedures, and programs for Highway Planting and Restoration, Safety Roadside Rests, Roadside Enhancements (e.g. Vista Points, Historical Markers), erosion control, re-vegetation, wetlands/habitat restoration, and may in some cases be responsible for implementing policies, procedures, and programs for Transportation Enhancement Activities (TEA), Environmental Enhancement and Mitigation (EEM), Transportation Art, Scenic Highways, and Blue Star Memorial Highways.

The District's Landscape Architecture Unit provides support to the Project Development Teams for a wide variety of projects that include, but are not limited to highway construction, multi-modal transportation facilities, Park and Ride lots, noise barriers, maintenance stations, toll plazas, and other projects requiring expertise in scenic resource evaluation, visual impact assessment, aesthetics, natural resource protection and mitigation, roadside vegetation management, water conservation, storm water quality requirements and community involvement (Project Development Procedures Manual (PDPM) Chapter 3, Section 12). The unit also provides expertise in the planning, design, construction, maintenance and operation of transportation system improvements that:

- Balance mobility, safety, maintainability and economic needs with adjacent land use and aesthetic, environmental, scenic and community values;
- Improve traveler safety through the design of context sensitive roadways for motorists, transit, bicycle, and pedestrian users;
- Improve traveler and worker safety by providing solutions that reduce the frequency and duration of maintenance worker exposure to traffic; and
- Improve traveler safety through the design of safety roadside rest areas and management of rest area system needs.

The following 10 Roadside Elements are overseen by Landscape Architecture (see PDPM Chapter 29 for a complete list):

1. Highway Planting and Restoration
Highway planting is funded and maintained by the Department on conventional highways. Planting addresses safety (i.e. headlight glare screening, fire suppression, wind breaks), terms of memorandum of understanding (MOU) with agencies, environmental mitigations, or necessary re-vegetation, erosion control, and storm water pollution prevention.

Under Highway Planting, Landscape Architecture administers the CLASSIFIED LANDSCAPE FREEWAY designation. This designation for planted roadside is used in the control and regulation of outdoor advertising. Classified Landscape Freeway designation represents a partnering of the Department with local stakeholders who consider the roadside integral to their community image.

With local stakeholder input, highway planting is also a significant visual element of a corridor that supports community identity and economic viability. Local stakeholder

involvement in future roadside elements (Highway Planting, Community Identifiers, and other Landscape Architect programs) is a means to increase sustainability of the states' roadside investment by including local involvement and commitments to the roadside.

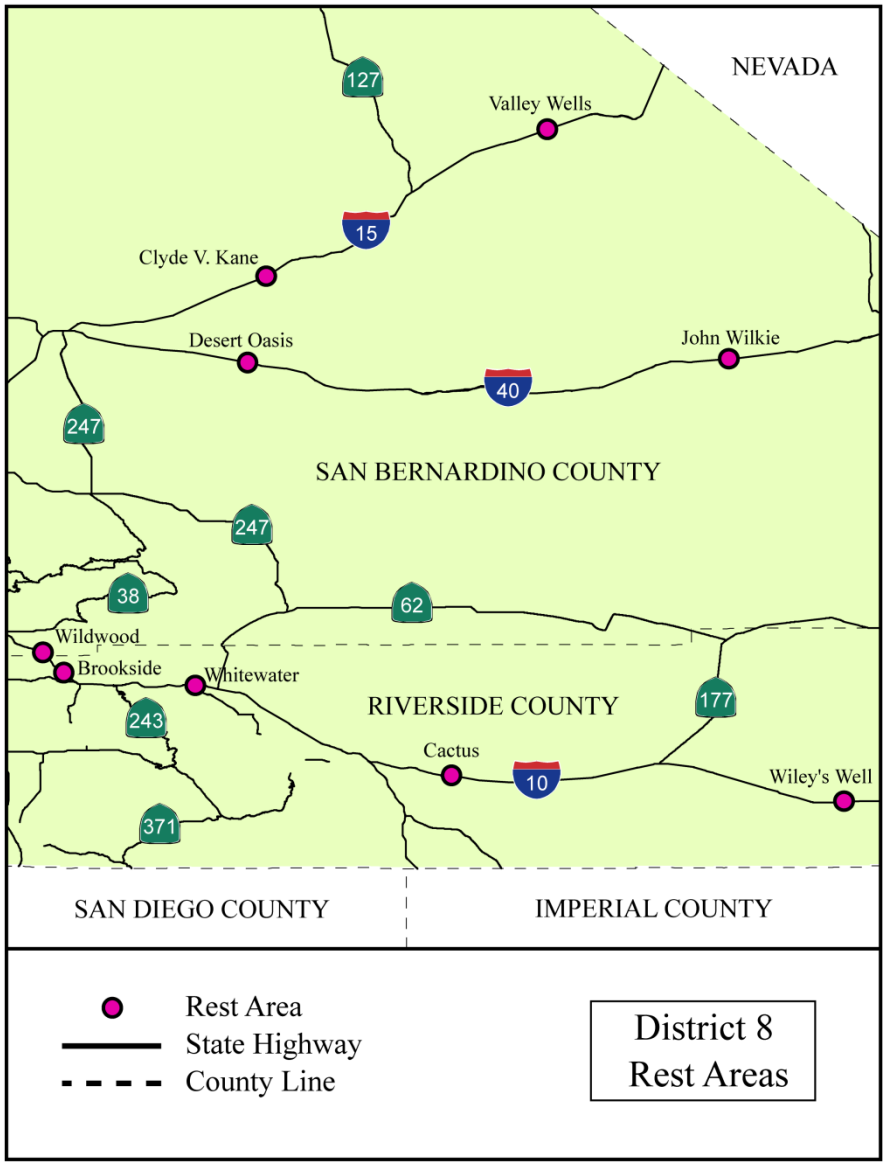
2. Safety Roadside Rest Areas

Safety Roadside Rest Areas are a safety component of the highway system providing roadside areas where travelers can safely stop, rest and manage their travel needs. Rest areas provide an opportunity for local communities, businesses and agencies to intercept travelers and provide information and communication links. Rest areas may include interpretive signage presenting the regions' history, culture or resources and promote public regard of California's transportation system. In many areas of the State, rest areas can have a role in contributing to local economic strategies. The following table lists roadside rest areas within the District:

Exhibit 28: Safety Roadside Rest Areas within District 8

Route	Name of Rest Area
I-15	Clyde V. Kane; Valley Wells
I-40	Desert Oasis; John Wilkie
I-10	Wildwood; Brookside; Whitewater; Cactus City; Wiley's Well

Exhibit 29



3. Roadside Enhancements: Vista Points and Historic Markers

Vista Points are paved areas, beyond the shoulder, that permit travelers to safely exit the highway to stop and view a scenic area. Vista points are identified with official roadside signs. Like Safety Roadside Rest Areas they may include interpretive signage. Vista Points and Historic Markers are administered by Landscape Architecture. These roadside elements enhance the perceived value of the state's road edge and increase motorist's appreciation of local identity.

4. Aesthetics

Successful projects balance aesthetic, environmental, scenic and community values with transportation goals. Landscape Architecture contributes to integration of transportation needs with existing community goals and values, providing skill in comprehensive corridor

planning, urban design, historic preservation and community involvement. Areas of natural beauty warrant aesthetic considerations of alignment, profile, grade and natural features in their planning. Likewise, areas of community impacts warrant aesthetic consideration to address community goals, values or other characteristics. These aesthetic considerations of site and community are one of the earmarks of Context Sensitive Solutions, and successful, integrated transportation systems.

5. Transportation Art

The Department collaborates with local stakeholders to enhance existing transportation facilities to meet the goals and expectations of the local community and the public-at-large. Transportation art may include graphic or sculptural artwork, either freestanding or placed on required engineering features (i.e. noise barriers, retaining walls, bridges, or slope paving) to express a community's history, resources or character. Transportation art is distinguished from community identification in that community identification may include text. Transportation art is provided and maintained by a local agency, and offers opportunities to develop local ownership within the state roadside.

6. Blue Star Memorial Highways

After World War II, a nationwide movement was started to pay tribute to the nation's armed forces, by designating various state and national routes as "Blue Star Memorial Highways." The Landscape Architecture Program is responsible for coordinating the program. The Blue Star Memorial Highways within District 8 are described in the following table:

Exhibit 30: Blue Star Memorial Highways within District 8

Route	How Named	From	To
40	ACR 112, CH 143, 1984	I-15 at Barstow	Arizona State Line near Needles
58	ACR 203, CH 323, 1969	Kern County Line	I-15 in Barstow
62	ACR 180, CH 127, 2004	I-10 in Riverside County	Adobe Road, Twentynine Palms
395	ACR 112, CH 143, 1984	I-15 near Cajon Pass	Kern County Line
10	SCR 33, CH 82, 1947	LA/SBd County Line	SR-111
111	SCR 33, CH 82, 1947	I-10	Golf Club Drive (Cathedral City Limits)
86	SCR 33, CH 82, 1947	82nd Ave.	Riv/Imp County Line

ACR: Assembly Concurrent Resolution
SCR: Senate Concurrent Resolution
CH: Chapter Number

7. Community Identification Program:

Community Identification consists of text or images that convey information about a region, community or area. Community Identifications may be incorporated into highway features (such as walls, bridges, slope paving) to distinguish a community by referencing its history, resources or other defining characteristics. Community identification is distinguished from Gateway Monuments in that community identification is incorporated into highway facilities. Gateway Monuments are freestanding. Community Identification typically is funded and maintained by a local agency.

Landscape Architecture receives proposals for Community Identification, reviews the proposals for conformance to safety standards and appropriateness to its location, and guides

the agency through the approval process. Landscape Architecture encourages Community Identification both as a means of raising/promoting a communities' self-image and a means of involving community partnering within roadside maintenance.

8. Gateway Monument Program

A Gateway Monument is any freestanding structure or sign that communicates the name of a city, county or township. Gateway monuments are non-integral, non-required highway features constructed in the state right-of-way which communicate the name of the city, county, or township (Local Entity). The Department encourages and promotes the cultural and visual enrichment of roadside environment. Gateway Monuments, like Community Identification provide an opportunity of partnering community interests with roadside maintenance.

Gateway Monuments are planned, designed, funded, constructed and maintained solely by the Local Entity. The monuments allow Local Entities to provide identification and positive community images. This program is administered by the District Gateway Monument Coordinator within the Landscape Architecture Department. The coordinator evaluates proposals, advises the applicant of constraints or concerns, requests additional documentation, or amended scope of work. The coordinator is the single point of contact to qualify and process all submittals of the Gateway Monument Program.

9. Scenic Highway

The Scenic Highway Program is managed under Landscape Architecture. This program was created by the Legislature in 1963 to protect and enhance the natural scenic beauty of California's highways and adjacent corridors. This conservation of California's scenic assets is a partnership of local stakeholders and the Department recognizing the roadsides' aesthetic and economic value.

Exhibit 31: Officially Designated State Scenic Highways within District 8

Route	County	Location	Post Miles
38	SBd	0.1 mile east of South Fork Campground/2.9 miles south of SR-18	30.9-46.7
62	Riv	I-10/San Bernardino County line	0.0-9.2
74	Riv	West boundary of San Bernardino National Forest/ SR-111 in Palm Desert	48.3-R96.0
243	Riv	SR-74/Banning city limit	0.0-28.2

Exhibit 32: Routes Eligible for Designation as State Scenic Highways within District 8

Route	County	Location	Post Miles
2	SBd	Los Angeles County Line/SR-138	0.0-6.3
10	SBd/Riv	SR-38 near Redlands/SR-62 near Whitewater	SB 30.9-Riv 29.7
15	Riv	San Diego County Line/SR-91 near Corona	R0.0-41.5
15	SBd	SR-58 near Barstow/SR-127 near Baker	76.9-R136.6
18	SBd	SR-138 near Mountain Anderson/SR-247 near Lucerne Valley	R17.7-73.8
30	SBd	SR-330 near Highland/I-10 in Redlands	T29.5-33.3
38	SBd	SR-10 near Redlands/SR-18 near Fawnskin	0.0-49.5
40	SBd	Barstow/Needles	0.0-154.6
58	SBd	Kern County Line/I-15 near Barstow	0.0-R34.5
62	SBd	Riverside County Line/Arizona State Line	0.0-142.7
71	Riv	SR-91 near Corona/SR-83 north of Corona	0.0-G3.0
74	Riv	Orange County Line/SR-111	0.0-96.0
79	Riv	San Diego County Line/SR-371 near Aguanga	0.0-2.3
91	Riv	Orange County Line/I-15 near Corona	R0.0-7.5
111	Riv	Imperial County Line/66th Ave near Mecca	0.0-18.4
111	Riv	SR-74 near Palm Desert/I-10 near Whitewater	39.6-R63.4
127	SBd	I-15 near Baker/Inyo County Line	L0.0-41.5
138	SBd	SR-2 near Wrightwood/SR-18 near Mountain Anderson	6.6-R37.9
142	SBd	Orange County Line/Peyton Drive	0.0-4.4
173	SBd	SR-138 near Silverwood Lake/SR-18 south of Lake Arrowhead	0.0-23.0
215	Riv	SR-74 near Romoland/SR-74 near Perris	23.5-26.3
243	Riv	SR-74 near Mountain Center/I-10 near Banning	0.0-29.7
247	SBd	SR-62 Near Yucca Valley/I-15 near Barstow	0.0-78.1
330	SBd	SR-30 near Highland/SR-18 near Running Spring	29.5-44.1

10. Aesthetic Corridor Master Plans

Each major corridor of District 8 has or has programmed an Aesthetic Corridor Master Plan. Plans have been prepared for I-10, I-15, SR-60, SR-91 and I-215. Current plans are developed for the entire San Bernardino County portion of I-10, I-215 in San Bernardino from Orange Show Road to SR-210, and I-215/SR-91 which covers SR-91 from the Los Angeles County Line to the SR-60/I-215 junction and I-215 from the SR-91 junction to the SR-60 east junction.

Aesthetic Corridor Master Plans are supplements to each route's Transportation Concept Reports. The plans address visual components of the road – bridges, medians, barriers, fencing, walls, landscape, sightlines and intermodal connections, as well as maintenance, environmental and storm water issues - as corridor-wide, rather than project specific elements. These Aesthetic Corridor Master Plans seek to maximize the state's transportation investment by establishing corridor-wide design criteria, identifying and incorporating stakeholder input, prioritize gateway features, and create a sense of place and community which encourage local ownership of the roadside and adjacent economic investment.

Ridesharing

Ridesharing is an effective way to reduce vehicle travel times, thus; lessening stress, providing cleaner air, and saving money on fuel and maintenance. The Rideshare Program is administered and operated by local and regional transportation agencies. Rideshare information is available via 1-800-COMMUTE or by visiting "Smart Traveler" at *http://www.smart-traveler.com*.

Park and Ride

Park and Ride facilitate transfer from single passenger vehicles to local and regional transit, carpools, and vanpools. In unison with Park and Ride lots, ridesharing or using transit saves stress, money and time, helps protect the environment, and conserves energy. There are 24 Park and Ride lots in Riverside County with a capacity to park 2,178 vehicles. In San Bernardino County there are 11 Park and Ride lots totaling 2,831 parking spaces.

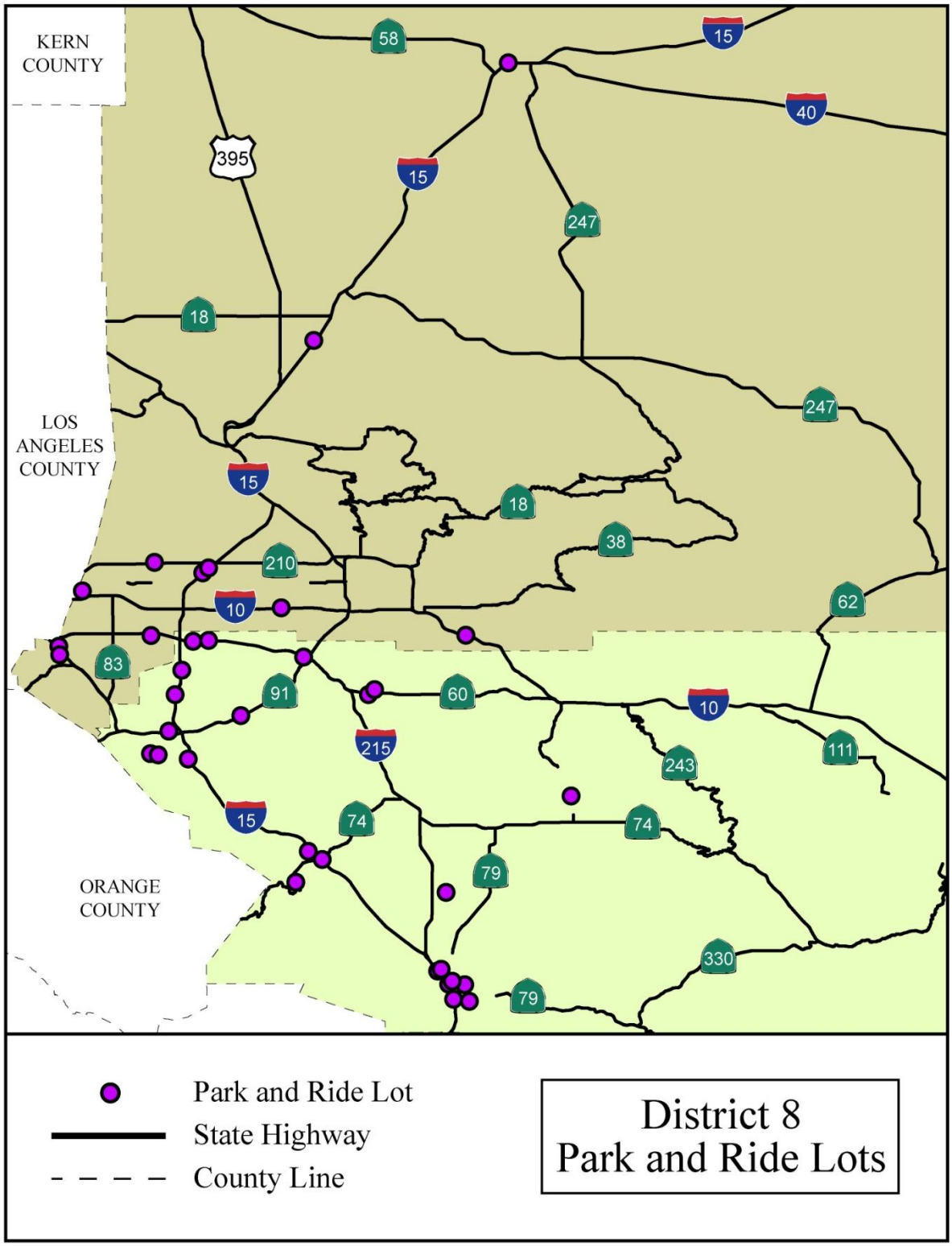
A study conducted in 2005[10] identified the following usage characteristics:

- Nearly three-quarters (73 percent) of respondents drove 10 miles or less from their home to a Park and Ride lot. The average was eight miles;
- The vast majority (83 percent) traveled less than 20 minutes to a Park and Ride lot. Just over a third (34 percent) traveled lees than 10 minutes;
- The distribution between carpool (26 percent), bus (27 percent), or vanpool users (36 percent) was fairly even;
- The average distance from a Park and Ride lot to a final destination was 37 miles. Nearly a third (30 percent) of respondents said the distance traveled was more than 46 miles;
- Slightly over three-quarters of respondents (76 percent) used a HOV lane, 57 percent car/vanpools, 19 percent bus;
- Almost all users (96 percent) were "regulars" who used the lot at least three to four times a week; and
- Over one third (35 percent) of the respondents have been using the lots for more than three years. Another third (31 percent) have been using the lots for less than one year.

In District 8, more respondents used carpools and vanpools than transit as compared to District 4 where over two-thirds (70 percent) used transit to travel to their final destinations. Most Park and Ride lots in the Inland Empire lack connectivity with bus services.

[10] Caltrans Park & Ride and HOV Transit Enhancement Project Final Report, July 2005, Nelson/Nygaard Consulting Associates

Exhibit 33


KERN COUNTY
LOS ANGELES COUNTY
ORANGE COUNTY
58
15
40
395
15
247
18
247
15
18
38
210
10
62
83
91
60
10
215
243
111
15
74
74
79
330
79
Park and Ride Lot
State Highway
County Line
District 8
Park and Ride Lots

High Occupancy Vehicle Lanes (HOV) and Toll Roads/Lanes

High-occupancy vehicle (HOV) lanes is a strategy employed to reduce traffic congestion. The idea is to restrict certain highway lanes to exclusive use by multi-occupant vehicles encouraging carpooling, vanpooling, and transit bus usage, thus, increasing the number of people traveling in a single lane of traffic. HOV lanes are intended to improve the people-moving throughput rather than vehicle capacity of congested freeway corridors. The travel time savings and improved trip reliability of HOV facilities provide incentives for individuals to change from driving alone to carpooling, vanpooling, or riding the bus.[11]

With that strategy in mind the region has invested heavily in HOV lanes producing one of the nation's most comprehensive HOV networks. District 8 has a total of 156 lane miles of HOV lanes, with an additional 19 lane miles under construction. The table compares the current occupant rates and people using HOV lanes.

Exhibit 34: District 8 Mainline and HOV Occupancy Rates and Lane Volumes 2009

Location	Mainline Veh. Occ. Rate(People/Veh.)	Total People, per Lane, per Hour	HOV Veh. Occ. Rate(People/Veh.)	Total People, per Lane, per Hour
I-10 at San Antonio Ave. O/C	1.05 (WB) AM 1.07 (EB) PM	1,843 (WB) AM 1,879 (EB) PM	1.99 (WB)AM 1.99 (EB)PM	2,162 (WB) AM 2,501 (EB) PM
I-10 at Haven Ave. O/C	1.04 (WB) AM 1.06 (EB) PM	1,692 (WB) AM 1,705 (EB) PM	1.98 (WB) AM 1.99 (EB) PM	1,545 (WB) AM 1,719 (EB) PM
SR-60 at Monte Vista Ave. O/C	1.03 (WB) AM 1.04 (EB) PM	1,579 (WB) AM 1,797 (EB) PM	1.98 (WB) AM 2.01 (EB) PM	2,000 (WB) AM 2,614 (EB) PM
SR-60 at Haven Ave. O/C	1.08 (WB) AM 1.09 (EB) PM	1,608 (WB) AM 1,754 (EB) PM	2.09 (WB) AM 1.97 (EB) PM	1,712 (WB) AM 2,133 (EB) PM
SR-60 at Mission Blvd. O/C	1.02 (WB) AM 1.07 (EB) PM	1,189 (WB) AM 1,294 (EB) PM	2.00 (WB) AM 2.02 (EB) PM	1,000 (WB) AM 1,392 (EB) PM
SR-60 at La Rue St. O/C	1.03 (WB) AM 1.05 (EB) PM	1,407 (WB) AM 1,665 (EB) PM	1.99 (WB) AM 2.02 (EB) PM	1,559 (WB) AM 1,606 (EB) PM
SR-60 at Indian St. O/C	1.12 (WB) AM 1.16 (EB) PM	1,669 (WB) AM 1,835 (EB) PM	2.04 (WB) AM 2.03 (EB) PM	834 (WB) AM 1,464 (EB) PM
SR-71 at Pine Ave. O/C	1.05 (WB) AM 1.13 (EB) PM	1,047 (WB) AM 1,241 (EB) PM	2.05 (WB) AM 2.08 (EB) PM	271 (WB) AM 301 (EB) PM
SR-91 at Smith St. O/C	1.06 (WB) AM 1.06 (EB) PM	1,576 (WB) AM 1,320 (EB) PM	1.93 (WB) AM 1.98 (EB) PM	2,680 (WB) AM 2,899 (EB) PM
SR-91 at Promenade Ave. O/C	1.09 (WB) AM 1.11 (EB) PM	1,465 (WB) AM 1,692 (EB) PM	2.02 (WB) AM 2.07 (EB) PM	1,700 (WB) AM 2,397 (EB) PM
SR-91 at Jackson St. O/C	1.12 (WB) AM 1.10 (EB) PM	1,214 (WB) AM 1,428 (EB) PM	2.03 (WB) AM 2.04 (EB) PM	814 (WB) AM 1,361 (EB) PM
SR-210 at Benson Ave. O/C	1.06 (WB) AM 1.07 (EB) PM	1,713 (WB) AM 1,459 (EB) PM	1.99 (WB) AM 1.99 (EB) PM	2,142 (WB) AM 2,059 (EB) PM
SR-210 at Etiwanda Ave. O/C	1.08 (WB) AM 1.11 (EB) PM	1,541 (WB) AM 1,986 (EB) PM	2.03 (WB) AM 2.06 (EB) PM	2,027 (WB) AM 1,996 (EB) PM
SR-210 at Riverside Ave. O/C	1.14 (WB) AM 1.18 (EB) PM	883 (WB) AM 1,159 (EB) PM	2.01 (WB) AM 2.01 (EB) PM	314 (WB) AM 877 (EB) PM
I-215 at Blaine St. O/C	1.15 (WB) AM 1.09 (EB) PM	1,711 (WB) AM 1,234 (EB) PM	2.02 (WB) AM 2.00 (EB) PM	1,545 (WB) AM 3,322 (EB) PM

Source: CT D8 Traffic Operations Counts (Fall, 2009).

[11] *Transportation Research Board, Committee on HOV, HOT, and Managed Lanes*

Exhibit 35

High-Occupancy Vehicle Lanes (HOV)/Express Lanes
Southern California Region
Caltrans
KERN
VENTURA
LOS ANGELES
SAN BERNARDINO
ORANGE
RIVERSIDE
SAN DIEGO
Legend
HOV/Express Lanes Status
Direct Connector/Ramp
Unconstructed
Express Lane - Existing/Under Construction
Express Lane - Planned
HOV Lane - Existing
HOV Lane - Planned
Private Toll
Urban Area
County Boundary
California Department of Transportation
Division of Traffic Operations
July 2011
N
0 5 10 20
Miles

Exhibit 36: Current HOV Lanes in District 8

Route	From	To	Description	Lanes	Lane Miles
I-10-E	0.0	8.2	Los Angeles Co. Line to Haven Ave.	1	8.2
I-10-W	8.2	0.0	Haven Ave. to Los Angeles Co. Line	1	8.2
SR-60-E	0.0	12.2	I-15 to Valley Way to SR- 91/I-215	1	11.9
SR-60-E	0.0	9.93	Los Angeles Co. Line to I-15/SR-60	1	9.9
SR-60-E	R12.2	20.4	East of I-215 to Redlands Blvd.	1	7.9
SR-60-W	9.93	0.0	I-15/SR-60 to Los Angeles Co. Line	1	9.9
SR-71-N	0.0	8.3	Los Angeles Co. Line to Riverside Co. Line	1	8.3
SR-71-S	8.3	0.0	Riverside Co. Line to Los Angeles Co. Line	1	8.3
SR-91-E	0.0	17.4	Orange Co. Line to Main St. to Magnolia Ave. to Mary St.	1	17.5
SR-91-W	17.4	0.0	Mary St. to Magnolia Ave. to Main St. to Orange Co. Line	1	17.5
SR-210-E	15.77	R21.87	East of Sierra Ave. to I-215	1	7.0
SR-210-W	R21.87	15.77	I-215 to East of Sierra Ave.	1	7.0
SR-210-E	0.0	14.9	Los Angeles Co. Line to East of Sierra Ave.	1	14.9
SR-210-W	14.9	0.0	East of Sierra Ave. to Los Angeles Co. Line	1	14.9
I-215-N	41.4	43.4	University Ave. to SR-60	1	2.0
I-215-S	6.5	5.0	Rialto Ave. to Orange Show Rd.	1	1.5
I-215-N	5.0	6.5	Orange Show Rd. to Rialto Ave.	1	1.5
I-215-S	9.0	6.5	16th St. to Rialto Ave.	1	2.5
I-215-N	6.5	9.0	Rialto Ave. to 16th St.	1	2.5
I-215-S	43.4	41.4	SR-60 to University Ave.	1	2.0

Source: Performance Measurement System (PeMS)

Exhibit 37: HOV Lanes Under Construction in District 8

Route	From	To	Description	Lanes	Lane Miles
I-215-N	R38.3	43.3	East SR-60 to West SR-60/SR- 91	1	5.3
I-215-S	43.3	R38.3	West SR-60/SR-91 to East SR-60	1	5.3

Source: Performance Measurement System (PeMS)

Managing lanes is another strategy being considered to address the continued growth in travel demand. The definition of "managed lanes" varies from agency to agency. To some, the phrase refers only to high-occupancy toll (HOT) lanes, which are facilities that combine pricing and vehicle eligibility to maintain free-flow conditions while still providing a travel time-savings incentive for high-occupant vehicles. Other agencies use a broader definition that may include high-occupancy vehicle (HOV) lanes, priced lanes, HOT lanes, and special use lanes (such as express, bus-only, or truck-only lanes).

The Federal Highway Administration (FHWA) defines *managed lanes* as highway facilities or a set of lanes in which operational strategies are implemented and managed (in real time) in response to changing conditions. Managed lanes are distinguished from other traditional forms of lane management strategies in that they are proactively implemented, managed, and may involve using more than one operational strategy.[12] Currently, no HOT or toll roads have been constructed in either county.

[12] *Managed Lanes, FHWA Publication Public Roads 2004*

Traffic Management

Traffic Management Systems (TMS) are used to maximize the productivity of existing transportation systems during incidents and high demand periods. The TMS restores lost productivity through the use of field elements and communication systems such as highway advisory radios, closed circuit TV cameras, and changeable message signs. The TMS focuses on improving incident detection, incident management, traffic control, and advanced traveler information through the Transportation Management Center (TMC). The TMC allows for coordinated responses to traffic congestion, major accidents, special events, and emergencies.

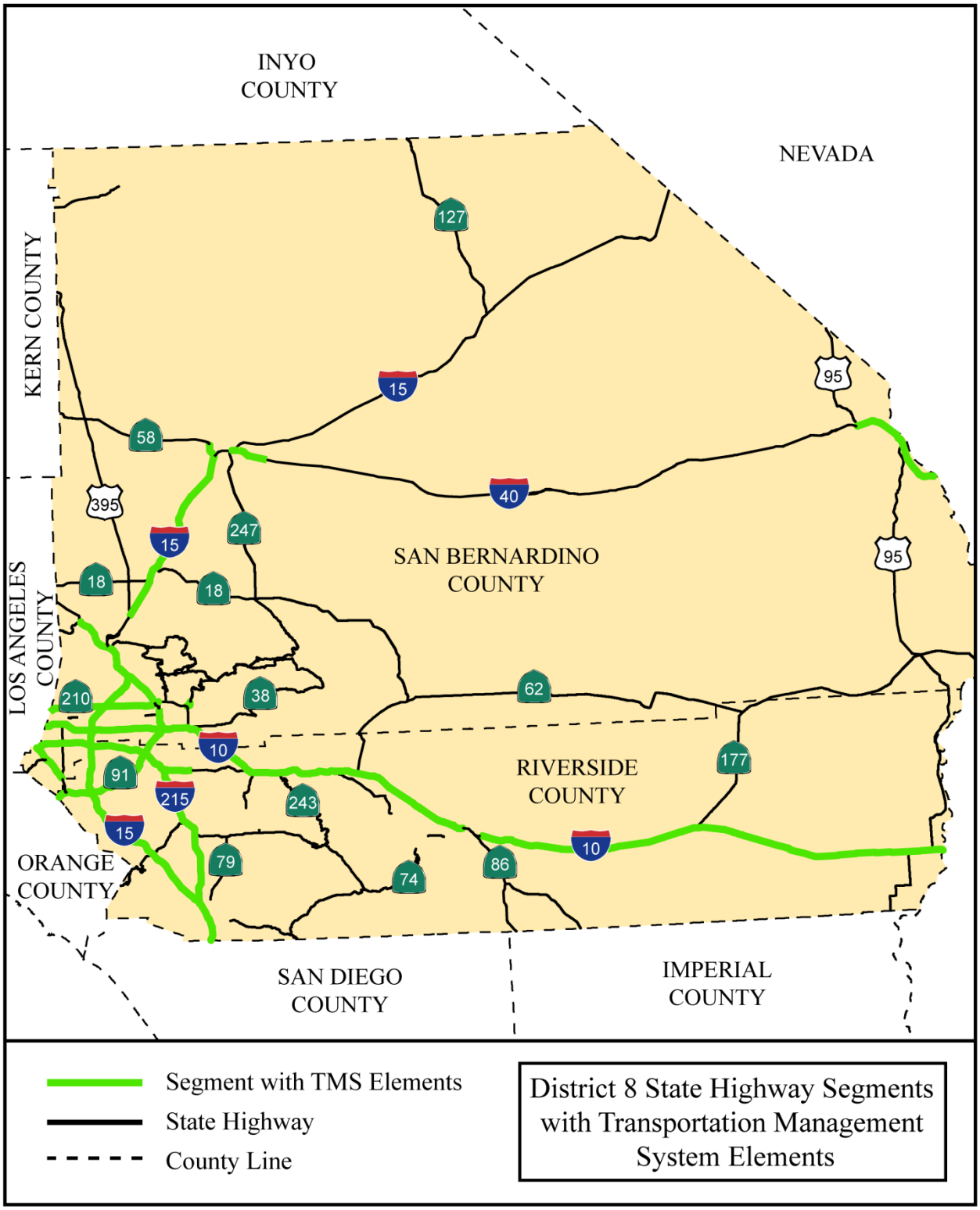
The following table displays existing TMS elements within District 8.

Exhibit 38: Current District TMS Elements

Elements	Number of Elements
Closed Circuit TV Cameras	209
Fixed Changeable Message Signs	61
Fixed Highway Advisory Radio	6
Weather Information Systems*	18
Fiber Optics Communications (Miles)	133
Metered Ramp Locations **Total**	208
Ramp Meters (Operational)	203
Ramp Meters (Non-Operational)	5
Detection (cabinet) **Total**	759
Detection – mainline with meters	208
Detection – mainline only	551
Census Stations – remote access	49

*Includes Roadway Weather Information Systems (RWIS), Visibility Sensors, and Environmental Sensing Units (ESU)

Exhibit 39



Note: State Highway Segments with at least 1 TMS element are highlighted in green. Highlighted Segments do not represent a complete build-out of all needed TMS elements on a segment.

Non-Motorized Transportation

Non-motorized transportation accounts for 12 percent of all trips in the region. For San Bernardino County, seven percent of all trips are walking and one percent is by bicycle; for Riverside County eight percent is walking trips and there is no data for bicycling.[13] Bikeways are defined in the following table:

Exhibit 40: Bikeway Definitions

Class I Bikeways (Bike Path)	Provides a completely separate right-of-way for the exclusive use of bicycles and pedestrians with cross flow minimized
Class II Bikeways (Bike Lane)	Provides a striped lane for one way bike travel on a street or highway
Class III Bikeways (Bike Route)	Provide for shared use with pedestrian or motor vehicle traffic

Source: Highway Design Manual Chapter 1000 / Streets and Highways Code Section 890.4

Approximately half of the bicycle travel occurs on streets and highways without bikeway designations. Within the region, San Bernardino County has 122 total miles of bike ways with approximately 50 percent being Class 2 (bicycle lanes on motor vehicle routes). Most of the designated bike ways are in the western portion of the county. Riverside County has 535 miles of bikeway with approximately 58 percent being of Class 1 (delineated bike ways) type. Bicycle travel in the District is permitted on State Highways.

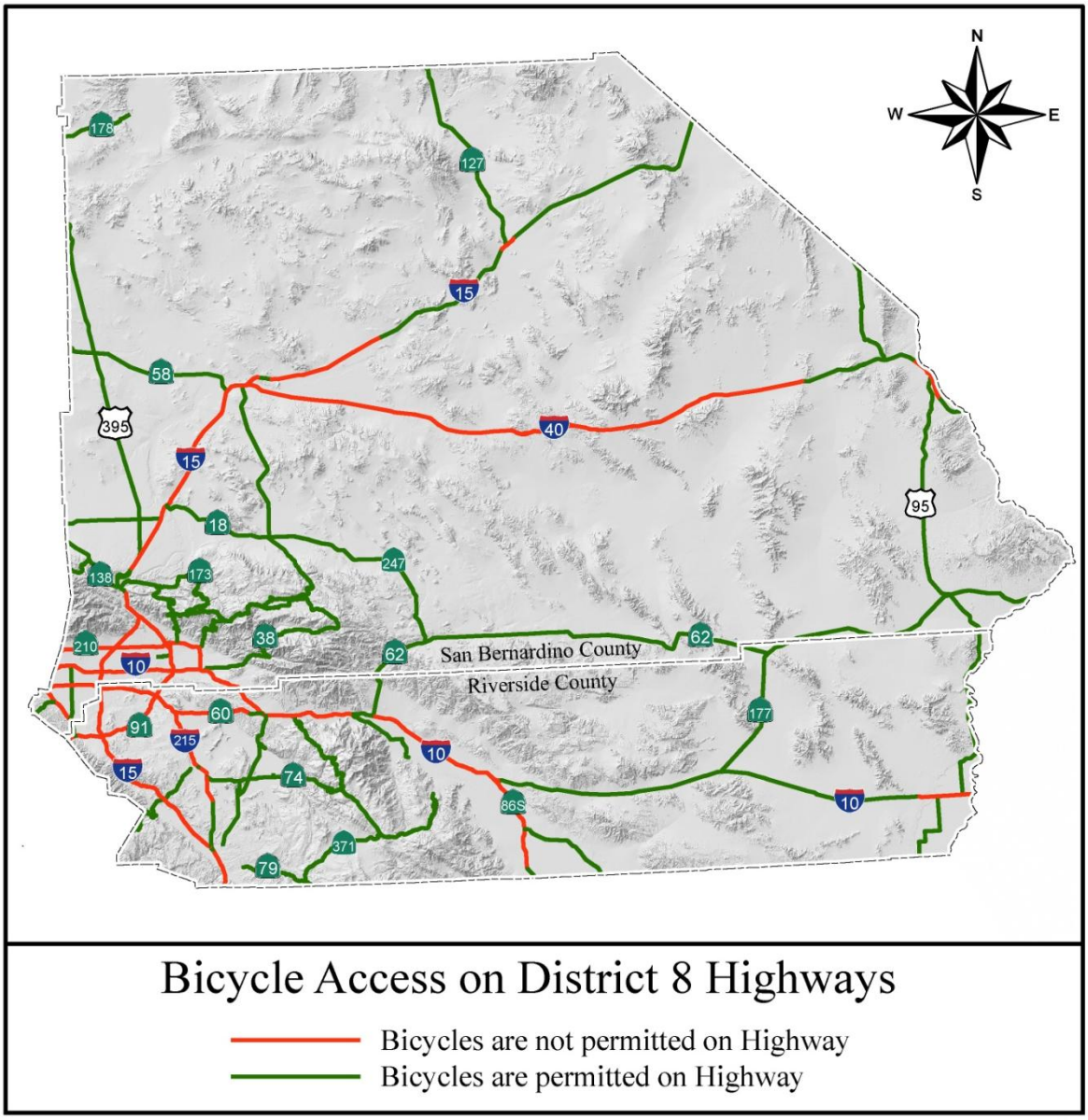
Interstates and expressways within District 8 do not permit bicycle travel except in those instances where there is not an alternative route. Pedestrians are not permitted on Interstates or Expressways.

Exhibit 41: Bike Routes on Full Access Controlled Facilities

Route	Co.	Post Mile Limits	Description
I-10	Riv	R14.76 to R16.54	Ramsey St. to Fields Rd.
I-10	Riv	R24.55 to 29.69	Haugen Leman Way to SR-62
I-10	Riv	R58.89 to R145.12	Dillon Rd. to Mesa Dr.
I-10	Riv	R156.05-R156.50	Rivera Dr. to CA/AZ State Line
I-15	SBd	R20.10 to R28.62	Cleghorn Rd. to Oakhill Rd.
I-15	SBd	76.88 to 79.59	SR-58 to Fort Irwin Rd.
I-15	SBd	R81.83 to R135.81	Ghost Town Rd. to South Baker Blvd.
I-15	SBd	R138.46 to 186.24	North Baker Blvd. to CA/NV State Line
I-40	SBd	R115.20 to R139.12	Mtn. Springs Rd. to Park Rd.
I-40	SBd	148.20 to R154.64	5 Mile Rd. to CA/AZ State Line
SR-58	SBd	0.10 to 33.65	Kern/SBd County Line to W. Main St.
SR-60	Riv	27.79 to 30.36	Jack Rabbit Trail to 6th St.
SR-71	Riv	0.00 to 3.03	Riv/SBd County Line to Jct. SR-91
SR-86 /86S	Riv	0.00 to 10.00	Imperial Co. Line to Ave. 68
SR-91	Riv	1.03 to 2.09	Green River Dr. to Jct. SR-71

[13] *2008 Regional Transportation Plan*

Exhibit 42


N
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San Bernardino County
Riverside County
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60
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215
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74
10
177
10
86S
371
79
Bicycle Access on District 8 Highways
Bicycles are not permitted on Highway
Bicycles are permitted on Highway

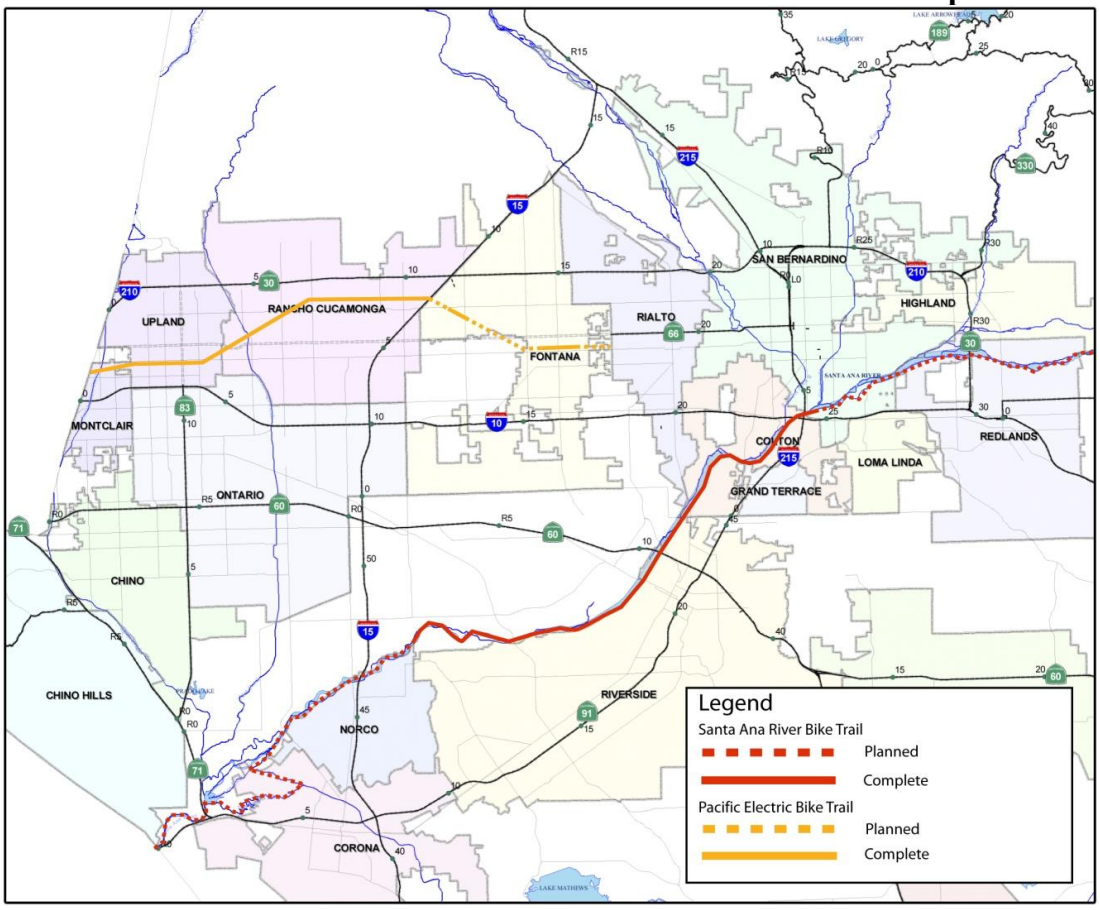
Santa Ana River Bike Trail

The most extensive bike facility in the region is the *Santa Ana River Bike Path*. This Class 1 bikeway starts at the Pacific Crest Trail near the 7 Oaks Dam in the San Bernardino Mountains, parallels the Santa Ana River as it travels through three counties, and ends at the Pacific Ocean in Huntington Beach. When completed it will be a fully paved 110-mile bikeway with no motor-vehicle cross traffic. Some sectors of the path will be designated as a multi-use trail.

Pacific Electric Bike Trail

The Pacific Electric Inland Empire Trail is a Class 1 bikeway supported by the Rails-to-Trails Conservancy which is a nonprofit organization working to convert unused rail corridors to bike and pedestrian trails. The bikeway follows the route of the old Pacific Electric Railway. The paved section of the route starts at Monte Vista Avenue just north of Arrow Highway and traverses east through the cities of Upland and Rancho Cucamonga terminating at I-15 just north of Base Line Road. East of I-15 there are some paved segments and others planned for construction in the future. The plan is to extend the bike trail east to San Bernardino.

Exhibit 43: Santa Ana River/Pacific Electric Bike Trails Map

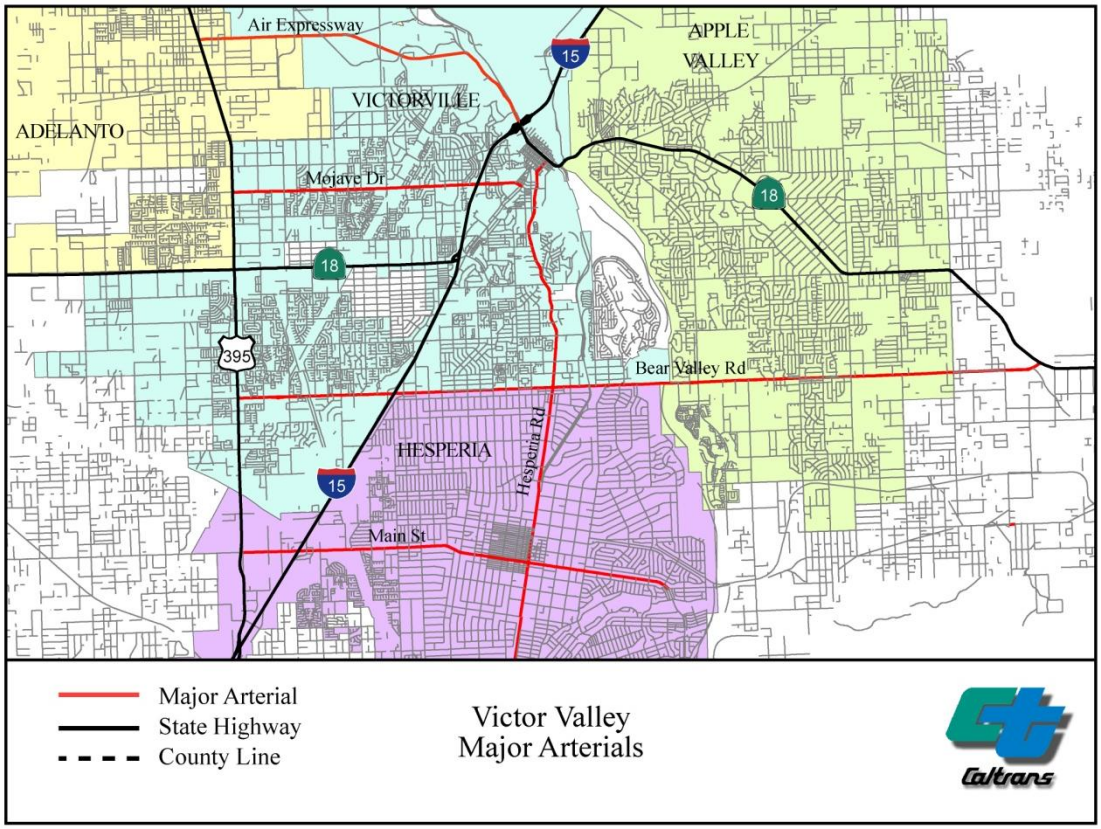


Major Local Arterials

Major arterial roads are higher capacity local routes which perform several important functions in a transportation system. They carry large volumes of traffic between and through urban areas, connect local and collector streets to expressways and freeway interchanges, act as alternative routes to freeways, and facilitate localized trips. It is important to note that while major arterial roads can provide direct access to adjacent land their primary function is to serve major traffic movements.

The following maps delineate the major arterials within the district. Although the above suggests that these arterials serve several purposes, the majority function as collectors for the freeway system. Very few provide an alternative to state's highway system.

Exhibit 44



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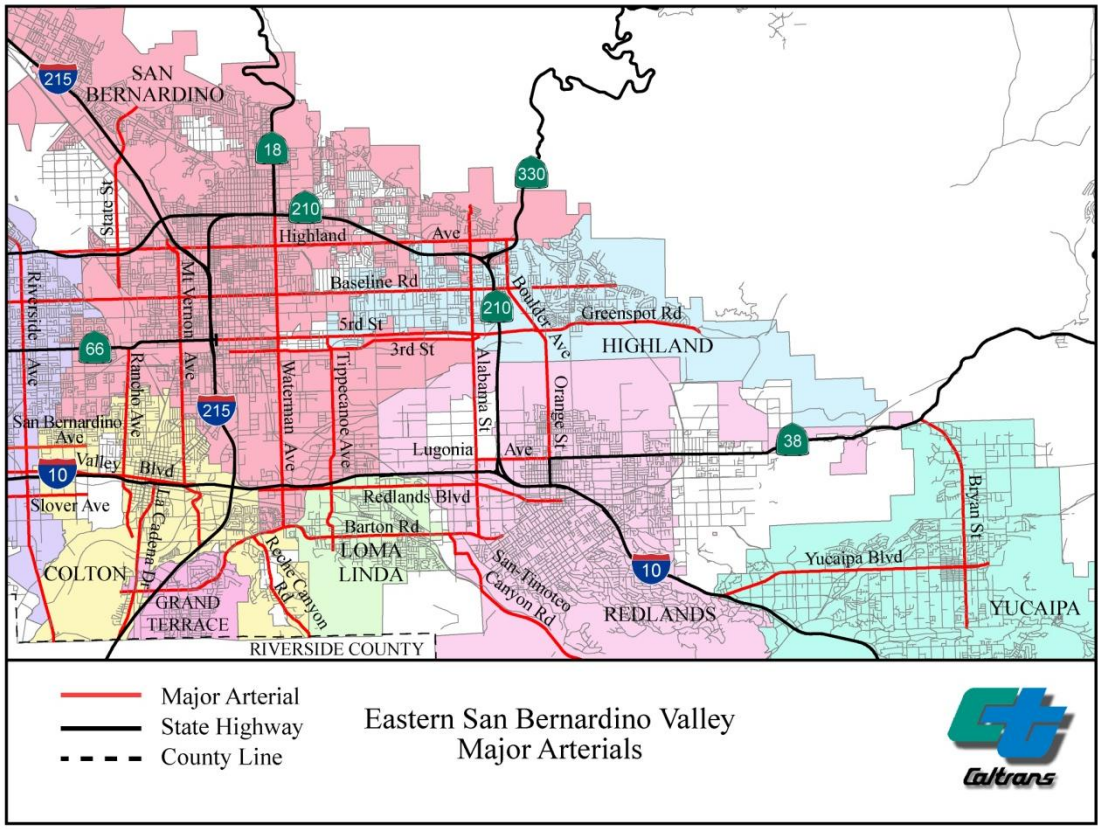


Exhibit 46

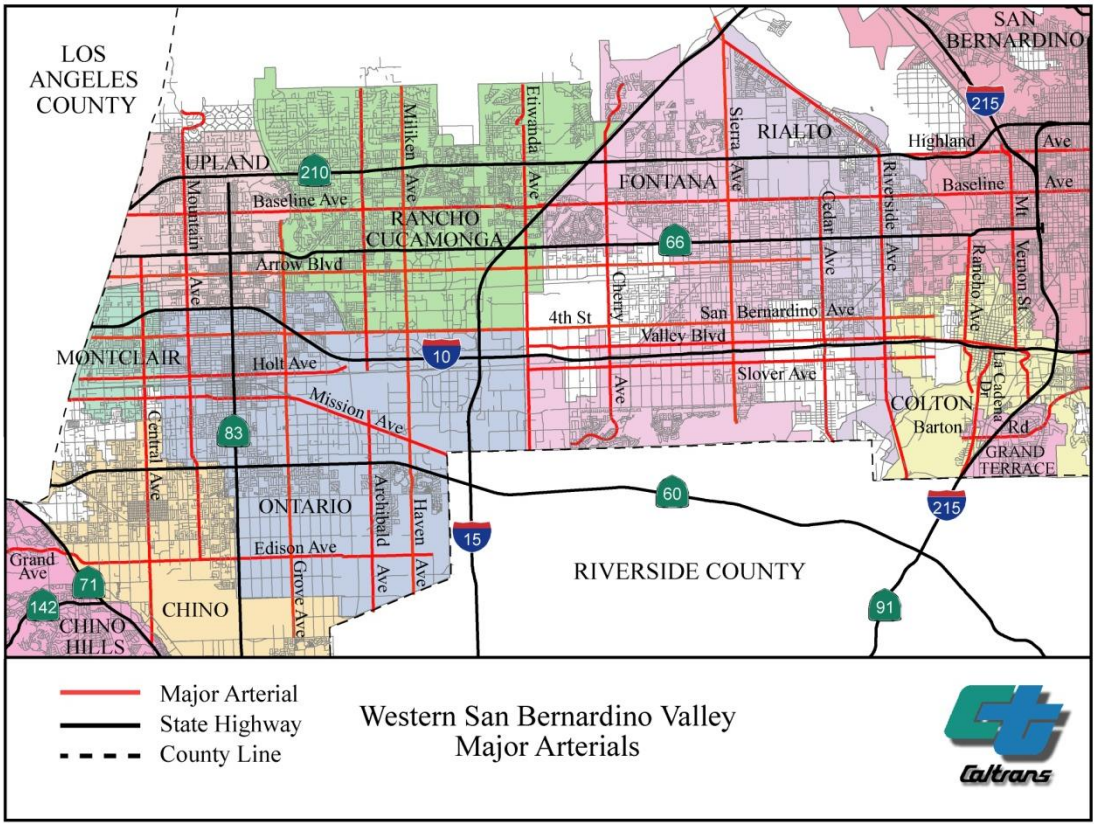


Exhibit 47

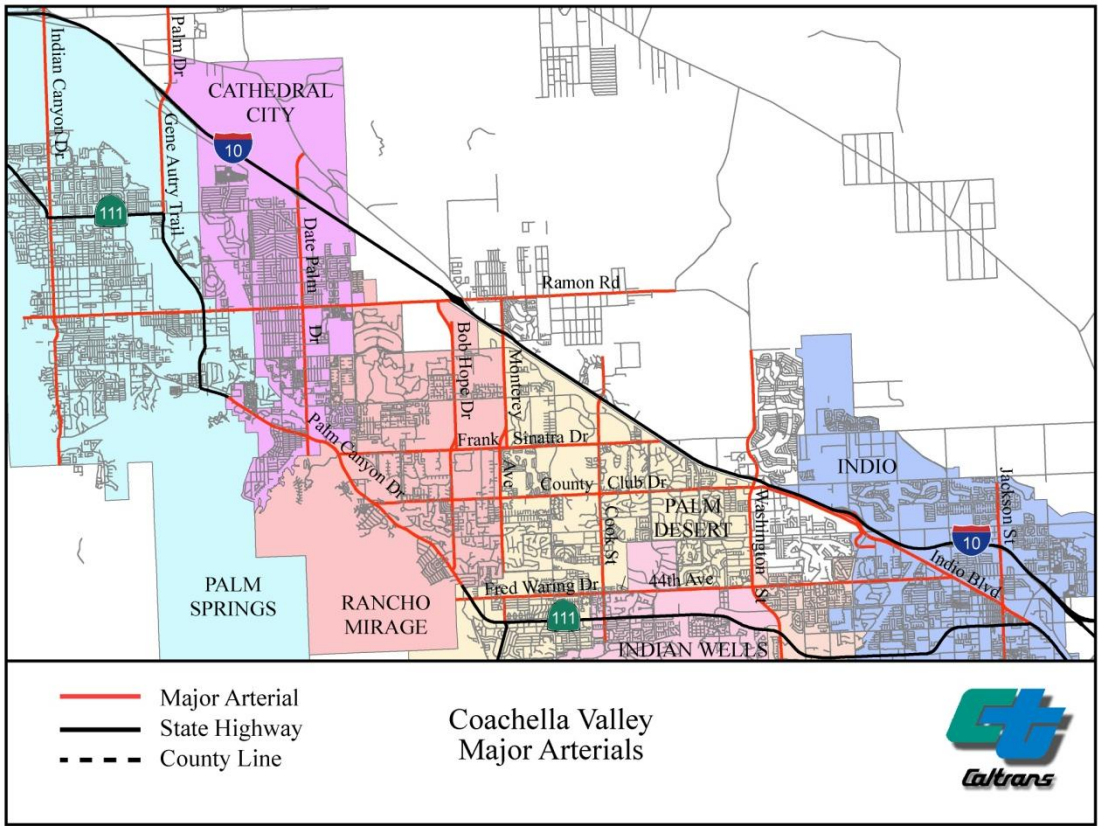
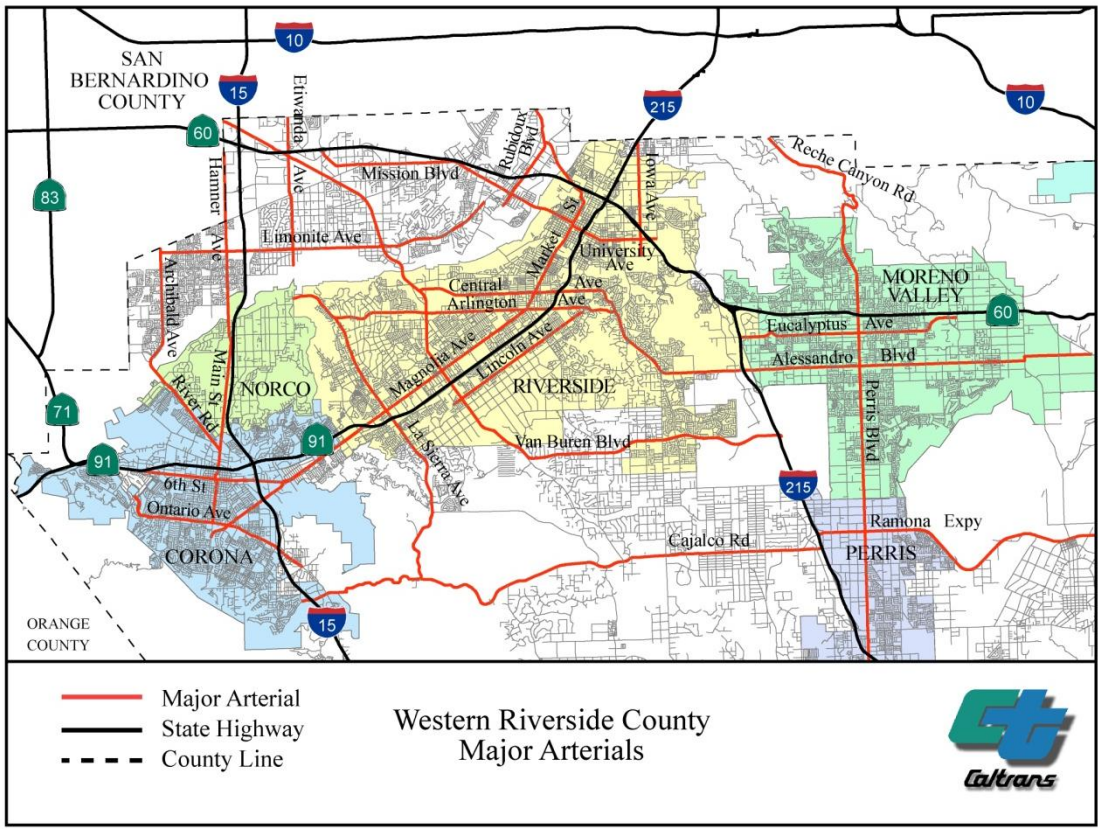


Exhibit 48

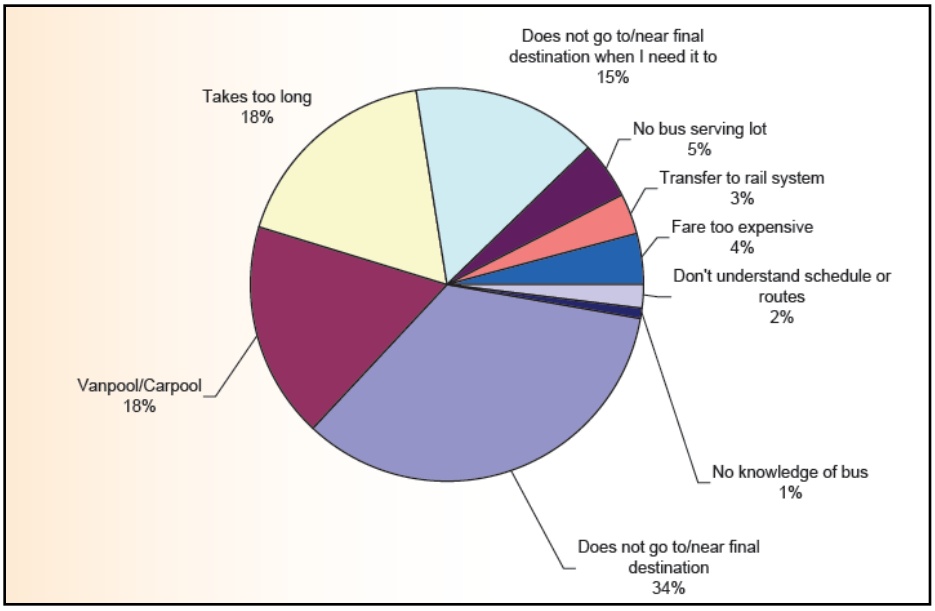


Mass Transit

Public transportation provides greater mobility, access, opportunity and choice for all. It consists of buses, subways, trolleys and light rail, commuter trains, street cars, cable cars, van pool services, para-transit services for senior citizens and people with disabilities, ferries and water taxies and monorails and tramways. Intercity transport between cities is dominated by rail, busses, and airlines. Long journeys give air travel a large time advantage over all other modes of transport. On distances up to 1,000 kilometers (620 mi) high-speed rail compete time wise with airlines, while conventional rail and busses only can offer time-competitive services on shorter distances.

Ridership is growing at a faster rate that highway vehicle travel. From 1995 through 2008, ridership grew by 38 percent. The number of miles traveled by vehicles in the United States fell by 3.6 percent in 2008, while the number of trips taken on mass transit increased by four percent. At least part of the drop in urban driving can be explained by the four percent increase in the use of public transportation.[14] Increased use of public transportation is one of the most effective ways to reduce America's energy consumption, without requiring any new taxes, government mandates or regulations. Public transportation provides an affordable choice for personal mobility and freedom for people from every walk of life.[15] Even so, transit is typically not the preferred choice over vehicle travel. The chart below represents issues associated with transit usage[16]. Issues such as trip times (number of stops), one's proximity to boarding location or proximity to destination all play a role in why transit use is not widespread, especially in the areas outside of the inter-city, non-urbanized area and suburban areas.

Exhibit 49: Primary Reasons Respondents do Not Use Transit (Statewide Results)



[14] http://apps1.eere.energy.gov/news/news_detail.cfm/news_id=12283
[15] http://www.publictransportation.org/aboutus/default.asp
[16] *Caltrans Park & Ride and HOV Transit Enhancement Project Final Report, July 2005, Nelson/Nygaard Consulting Associates*

Bus Service

Some transit providers operate within both counties, namely Riverside Transit Agency, Omnitrans, and Morongo Basin Transit Authority. Urban transport is dominated by people making many short trips multiple times per day, shopping, etc. Urban transit schedules tend to provide frequent localized service, where as transit service schedules in rural outlying areas tend to be infrequent and hours of operation vary. This also holds true for those areas that have smaller transit agencies such as at the mountain regions.

Exhibit 50: San Bernardino and Riverside Transit Operators

Transit Operator	Service Area	Ridership FY 2008-2009	Local Routes	Regional Routes
Riverside Transit Agency	Western Riverside County	5,003 daily	41	5
Corona Cruiser	City of Corona	579 daily	2	0
Orange County Transportation Authority	Orange County	176,307 daily	0	2
Needles Area Transit	City of Needles	93 daily	1	0
Barstow Area Transit	Barstow, Hinkley, Lenwood, Grandview, Yermo, Harvard, Dagett, Newberry Springs	395 daily	5	0
Omnitrans	San Bernardino Valley	39,676 daily	25	2
Banning Transit	Banning, Cabazon	518 daily	3	0
Beaumont Transit	Beaumont, Banning, Cherry Valley, and Cabazon	268 daily	4	0
Mountain Area Regional Transit Authority	San Bernardino Mountain Communities, Crestline, Lake Arrowhead, Running Springs, and Big Bear	447 daily	4	2
Morongo Basin Transit Authority	Morongo Basin: Twentynine Palms, Yucca Valley, Joshua Tree, Landers, Palm Springs, Flamingo Heights, and Yucca Mesa	392 daily	8	1
Sunline Transit Agency	Coachella Valley and Eastern Riverside County	9,322 daily	10	0
Victor Valley Transit Authority	Adelanto, Apple Valley, Hesperia, Victorville, Phelan, Wrightwood, Pinon Hills, and Helendale	2,740 daily	18	0
Palo Verde Valley Transit Agency	City of Blythe, Ripley, Mesa Verde	127 daily	3	0
Foothill Transit	San Gabriel and Pomona Valley	40,684 daily	36	3

Exhibit 51: Riverside and San Bernardino Regional Service

Transit Operator	Interregional Routes	Destinations Served	Adjacent State Routes
Riverside Transit Agency	5	Montclair, Orange, Riverside, Corona, Temecula, Oceanside, Lake Elsinore, San Jacinto, Hemet, Banning, Loma Linda, Escondido, Perris	SR-60, SR-74, SR-79, SR-91, I-15, I-215
Orange County Transportation Authority	2	Chino, Riverside, Irvine, Brea, Costa Mesa	SR-91
Omnitrans	2	San Bernardino, Pomona, Ontario, Riverside	I-10, I-215
Mountain Area Regional Transit Authority	2	San Bernardino, Big Bear Lake, Running Springs, Crestline	SR-18, SR-38, SR-210, SR-330, I-215
Morongo Basin Transit Authority	1	Twentynine Palms Marine Corps Base, Twentynine Palms, Yucca Valley, Joshua Tree, Palm Springs	SR-62, SR-111
Foothill Transit	3	Chino, Chino Hills, City of Industry, Downtown Los Angeles, Montclair, San Dimas, Azusa, Downtown Pasadena, Pomona, Covina	SR-60, SR-71, I-210

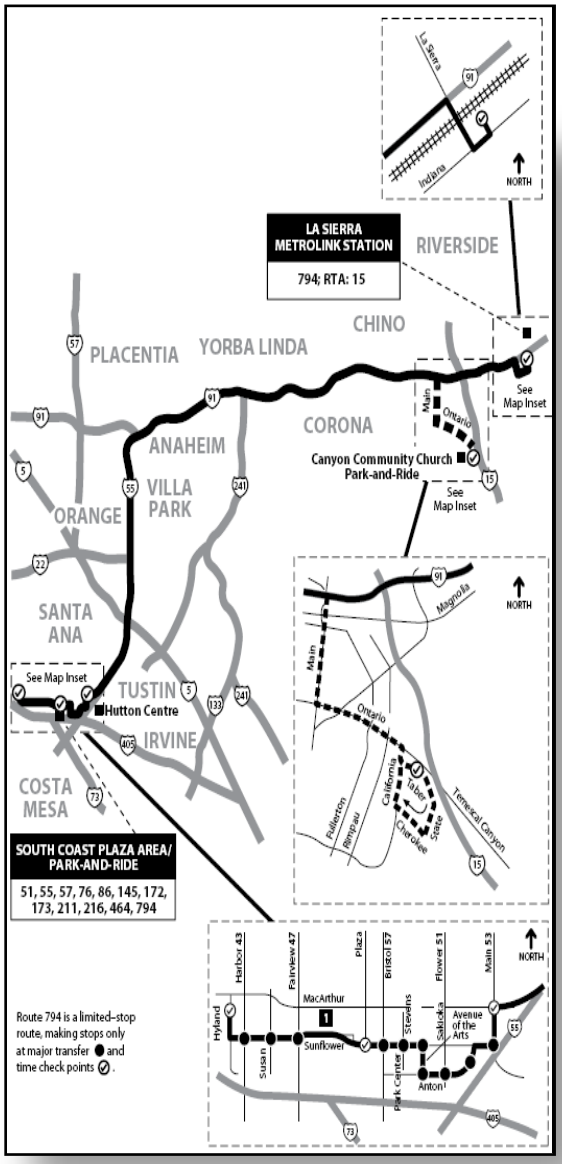
Long-distance express bus service from and to the Inland Empire is currently fairly limited. Foothill Transit operates the Silver Streak and Route 699 express services from the Montclair Transcenter to downtown Los Angeles via I-10. These two routes served approximately 4,980 and 1,170 daily riders, respectively in the 2009/10 Fiscal Year. While, substantial, when divided into hourly ridership this daily volume is considerably less than the peak hour person throughput provided by a single freeway lane. Omnitrans operates an express route between the cities of San Bernardino and Riverside and Metrolink along I-215.

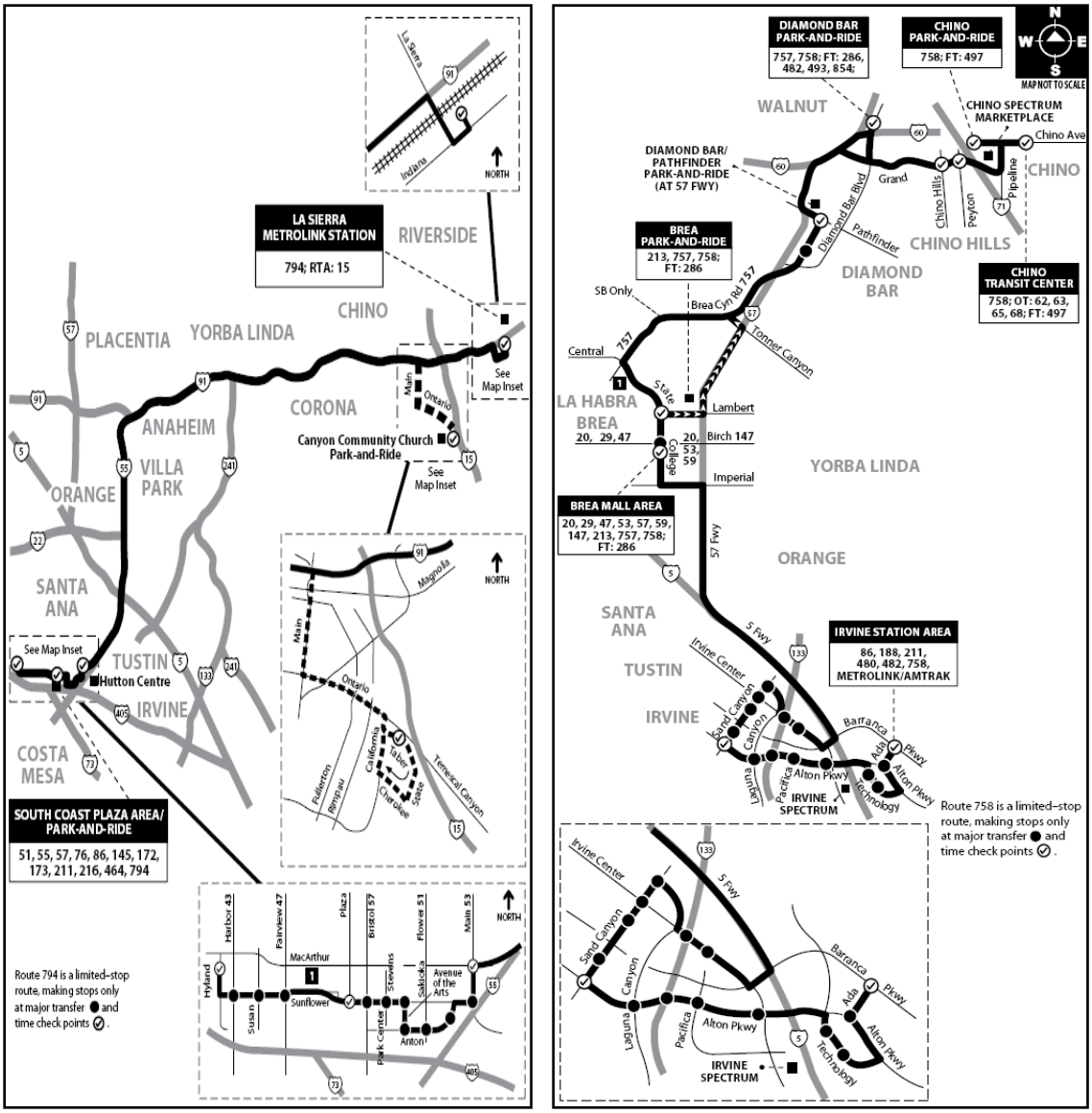
Riverside Transit Agency (RTA) provides seven express bus routes known as “commuter links. Daily ridership on these RTA lines ranges from about 60 to 320 passengers and the scenario with the highest daily ridership (Route 216) is equivalent to about 16 percent of the hourly person throughput of a typical freeway lane.

Exhibit 52 Riverside Transit Agency Express Bus Service Map

OCTA operates two Express Bus services. Both routes (758 and 794) are express inter-county routes with limited stops. Route 794 travels along SR-91 between the Cities of Costa Mesa and Riverside then onward to SR-55 in Orange County. Route 758 begins in Chino and ends in the City of Irvine, but does not travel along State Highways in District 8. OCTA routes connect with RTA and Omnitrans "feeder" routes.

Exhibit 53: Orange County Transit Authority Express Bus Service Maps





Greyhound

Greyhound provides intercity bus service to over 3,700 destinations in the United States, Canada and Mexico. Greyhound serves approximately 25 million annual passengers. Several stations are located in District 8: Banning, Barstow, Blythe, Colton, Indio, Palm Springs, Perris, Riverside, San Bernardino, Victorville, and Temecula. Greyhound does not provide local service but focuses primarily on interregional and intercity travel. Many Greyhound stations are linked to local bus operators such as Needles Area Transit, RTA, Omnitrans, Victor Valley Transit Authority, and Barstow Area Transit. Greyhound services are the only intercity bus service in rural areas such as Needles, Blythe, Victorville, and Barstow.

Passenger Rail

Amtrak

Amtrak operates two intercity and interregional train lines in District 8. The Southwest Chief line travels between Los Angeles, California and Chicago, Illinois. District 8 stations along this route are located in Riverside, San Bernardino, Victorville, Barstow, and Needles. The Sunset Limited line operates between Los Angeles, California and Orlando, Florida. The two District 8 stations along this route are in Ontario and Palm Springs. Some Amtrak stations connect with local bus service to connect riders to local destinations. State Highways adjacent to Amtrak routes are Interstate 10, 15, 40, 215 and State Routes 60, 91, 111. In 2008, Amtrak served over 28.7 million passengers across the entire system.

Exhibit 54: Amtrak Southwest Chief Map

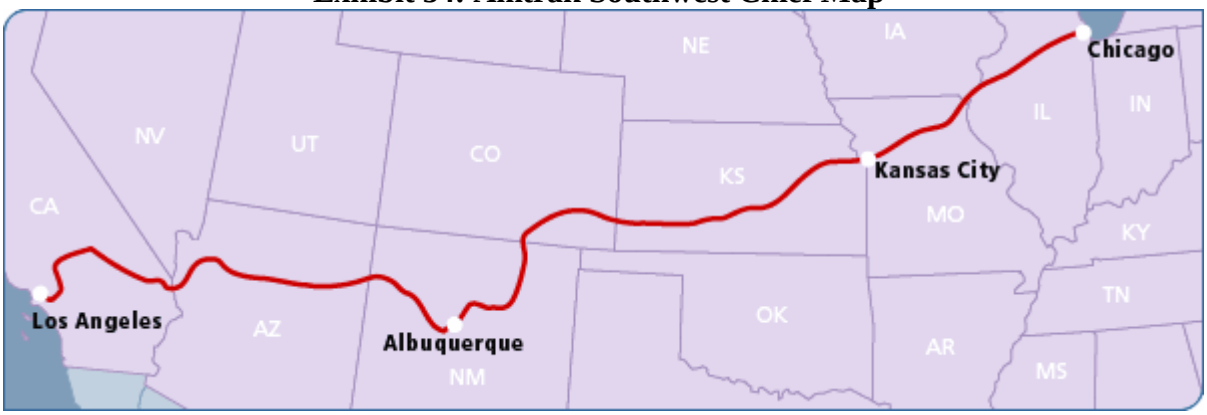


Exhibit 55: Amtrak Sunset Limited Map

Amtrak also operates California Thruway Motorcoaches. These Motorcoaches supplement Amtrak rail service and can only be purchased as a part of a rail trip. The exhibit below shows the California Train and Thruway Motorcoach system.

Exhibit 56

Southern California Regional Rail Authority – Metrolink

The Southern California Regional Rail Authority (SCRRA), commonly referred to as Metrolink, is a regional commuter rail system serving Los Angeles, Orange, Riverside, San Bernardino, San Diego, and Ventura Counties. The entire system consists of seven interregional lines. Of these seven lines, four of them operate in some portion of District 8.

The 91 Line runs between Union Station in Los Angeles and Downtown Riverside adjacent to SR-91 (61.6 miles). The Inland Empire-Orange County line begins in San Bernardino traverses the Santa Ana Canyon and Orange County and ends in Oceanside (100.1 miles). The Riverside Line operates between Union Station in Los Angeles and Downtown Riverside generally adjacent to State Route 60 (59.1 miles). The San Bernardino Line operates between San Bernardino and Union Station in Los Angeles on an alignment parallel to Interstate 10 (56.5 miles). There are 12 stations located in District 8: San Bernardino, Downtown Riverside, La Sierra, Downtown Corona, West Corona, Pedley, East Ontario, Montclair, Upland, Rancho Cucamonga, Fontana, and Rialto.

Metrolink is primarily a commuter rail line with trains running more frequently during the peak AM and PM hours and few trains in operation during off peak hours. According to Metrolink, 84 percent of riders in 2007 were commuting to or from work. On weekends, the only lines in operation in District 8 are the Inland Empire-Orange County Line and the San Bernardino County Line. Only a few train routes operate on weekends with limited frequency.

Currently the San Bernardino and Riverside Lines serve the I-10/SR-60 corridor with approximately 16,000 combined daily riders. The 91 Line and the Inland Empire/Orange County Line serve the SR-91 corridor and carry approximately 6,100 combined daily passengers. During peak hour Metrolink is able to run a maximum of three trains with four to five cars on the San Bernardino and Riverside Lines each carrying a maximum of 144 seated passengers per car (720 seated passengers per train.) The 91 Line and the Inland Empire/Orange County Line operate two trains during the peak hour, each with the same capacity as the lines discussed above. To compare the impact of passenger rail with the capacity of one freeway lane, a person throughput of 2,000 passengers per hour is used. So, during peak hour operations on the San Bernardino and Riverside Lines Metrolink is providing the rough equivalent of one freeway lane of capacity. The Inland Empire/Orange County and the 91 Lines provide a little less than one lane equivalency.

Exhibit 57: Metrolink Route Map

Passenger Air Service (Airports)

There are several regional airports, Ontario International Airport (ONT) and Palm Springs International Airport that provide passenger service. San Bernardino International Airport only provides charter services at this time. The largest airport in District 8, by Million Annual Passengers (MAP), is ONT. Los Angeles World Airports, an agency of the City of Los Angeles, owns and operates ONT as well as the Los Angeles International Airport (LAX).

Ontario International Airport (ONT)
ONT is the third major airport in the area for passenger service after LAX and John Wayne Airport in Orange County (see chart below). ONT is located approximately 38 miles (61 km) east of Downtown Los Angeles. ONT has a capacity of 10 MAP, but can be expanded to accommodate 30 MAP. The number of passengers served in 2010 was 4.8 million.

Palm Springs International Airport (PSP)
PSP is a public airport in the City of Palm Springs, California which averages 53 daily departures. PSP is a seasonal passenger airport and many flights do not operate during the summer months. This airport served over 1.5 MAP in 2010.

San Bernardino International Airport (SBD)
SBD is located on the former Norton Air Force Base and currently has over 60,000 annual flight operations comprised mainly of charter, corporate and general aviation. There is a passenger terminal facility to accommodate any future passenger airline services.

Exhibit 58: 10-Year Southern California Scheduled Passenger Activity Report (2001-2010)

Airport*	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Bakersfield, Meadows Field	254,589	191,525	179,622	236,560	292,899	345,149	320,339	286,005	208,677	213,001
Bob Hope	4,487,335	4,621,073	4,729,936	4,916,800	5,512,619	5,689,291	5,921,336	5,331,404	4,588,433	4,461,271
Imperial County	None	27,174	14,796	13,429	12,347	25,276	29,029	19,257	None Reported	9,064
Inyokern	19,675	21,844	22,167	24,892	26,011	27,004	24,583	22,788	22,288	22,280
John Wayne	7,324,557	7,903,066	8,535,130	9,272,394	9,627,032	9,613,480	9,979,699	8,989,603	8,705,259	8,663,452
Long Beach	587,473	1,453,412	2,875,703	2,926,873	3,034,032	2,758,362	2,906,556	2,913,926	2,908,867	2,970,609
Los Angeles International	61,129,732	56,049,638	54,969,053	60,701,484	61,485,269	61,048,552	61,895,548	59,374,188	56,518,599	58,873,847
LA Ontario International	7,068,599	6,524,991	6,547,822	6,937,157	7,210,059	7,048,128	7,206,110	6,229,797	4,816,379	4,785,469
McClellan-Palomar	133,438	113,798	97,070	102,574	97,464	108,006	101,621	78,144	61,883	None
Oxnard	68,022	44,373	34,565	46,614	44,172	45,285	44,195	34,057	26,903	9,203
Palm Springs International	1,174,592	1,108,695	1,247,743	1,367,804	1,419,087	1,529,005	1,610,943	1,542,925	1,465,751	1,495,167
Palmdale	No Scheduled Passenger Service				4,877	59	12,096	21,805	None	None
San Diego International	15,202,332	14,931,854	15,260,791	16,377,304	17,351,811	17,463,839	18,326,761	18,128,093	16,974,900	16,889,622
Santa Barbara International	725,140	731,464	752,762	823,935	855,371	858,549	819,327	817,093	746,730	754,071
Van Nuys	No Scheduled Passenger Service				1,167	99	No Sched. Pas. Service			
Totals:	**98,175,484**	**93,722,907**	**95,267,160**	**103,747,820**	**106,974,217**	**106,560,084**	**109,198,143**	**103,789,085**	**97,044,669**	**45,058,678**

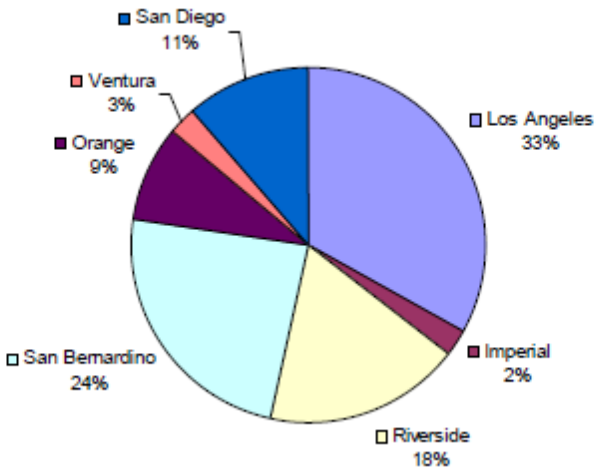
Goods Movement

Ground

In the United States, globalization and the growth of international trade have had an effect on jobs and the environment, particularly in Southern California, where large ports and transportation corridors accommodate the distribution of imported goods. More than 40% of all containerized imports that enter the U.S. come through the Ports of Los Angeles and Long Beach. Ships, trucks, trains, airplanes and equipment transport these goods within the state and eventually to stores across the country.

The ability to move freight efficiently throughout the region's transportation network is crucial to mobility and the economic vitality of the state and the nation. Both Riverside and San Bernardino Counties experience challenges when it comes to mobility. The increase in commuter traffic along with growth in goods movement (growth in warehouses, manufacturing, and agriculture in the Inland Empire) has led to an increase in traffic congestion, the increase being both trucks and cars. In 2003, Riverside and San Bernardino County accounted for 42% of Truck Miles of Travel (VMT) within the seven county southern California area (San Diego, Ventura, Orange, Los Angeles, Imperial, San Bernardino, and Riverside).

Exhibit 59: 2003 Percentage of Truck VMT



Source: Multi-County Goods Movement Action Plan (MCGMAP), Wilbur Smith Associates 2007.

Exhibit 60: Riverside County 2008 Truck ADT by Segment

Route	Segments	Total ADT 2008
I-15	SR-60 to Riv/SBd County Line	17,548
I-15	SR-91 to SR-60	17,169
I-15	SR-74 to SR-91	13,452
I-215	SR-60 to Riv/SBd County Line	11,463
SR-60	SR-57 to I-15	27,552
SR-60	I-15 to I-215	16,477
SR-60	I-215 to I-10	9,438
SR-91	Orange/SBd County Line to I-15	15,851
SR-91	I-15 to I-215	11,224
I-10	SR-60 to SR-86S	21,168
I-10	SR-86S to SR-78	9,625
I-10	SR-78 to Arizona State Line	9,706
SR-86S	66th Ave. to I-10	5,673

Exhibit 61: San Bernardino County 2008 Truck ADT by Segment

Route	Segments	Total ADT 2008
I-10	LA/SBd County Line to I-15	16,818
I-10	I-15 to I-215	21,904
I-15	I-215 to SR-138	21,261
I-15	SR-210 to I-215	20,363
I-15	I-10 to SR-210	17,703
I-15	Riv/SBd County Line to I-10	17,548
I-215	SR-210 to I-15	6,766
I-215	Riv/SBd County Line to I-10	10,262

Source for information and charts: SCAG 2008 RTP Model

Air Freight

Twenty airports reported air cargo movements in 2008. Los Angeles International Airport had the most significant portion of air cargo, at 45.2 percent of the reported air cargo statewide. The percentage of reported air cargo for the remaining Districts can be found in the table below.[17]

Exhibit 62: Air Cargo Percentages by District

District	Percent Share
3 - Marysville/Sacramento	2.9%
4 - Oakland	30.9%
7 - Los Angeles	45.7%
8 - San Bernardino	11.2%
11 - San Diego	8.2%
Remaining Districts	1.1%

[17] *Caltrans' Ground Access to Airport Study, 2001*

Exhibit 63: 10 Year Southern California Annual Air Cargo Tonnage Report (2001-2010)

Airport[1]	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Bob Hope	36,307.9	43,825.0	49,232.4	50,815.5	53,223.0	57,652.4	53,822.4	42,908.9	46,594.8	49,747.4
John Wayne Airport, Orange Co.	16,074.0	13,518.7	16,107.2	20,798.0	24,103.0	24,033.0	22,119.0	16,829.8	15,401.0	14,936.0
Long Beach (Daugherty)	58,357.2	58,606.5	55,849.7	57,049.6	54,297.0	49,946.8	51,652.4	44,352.6	34,860.0	27,307.5
Los Angeles Int'l	1,956,578.0	1,957,351.0	2,004,485.0	2,097,626.0	2,126,677.0	2,102,728.0	2,070,418.0	1,797,780.0	1,667,927.0	1,912,716.0
March Air Reserve Base	No Air Cargo Service Reported				4,622.9	21,984.0	29,122.8	26,044.2	None	None
Ontario Int'l	462,006.0	549,460.0	587,300.0	602,420.0	575,361.0	543,209.0	532,867.0	481,283.0	390,286.0	392,275.0
Palm Springs Int'l**	None		113.4	104.1	74.6	27.1	19.2	26.0	26.8	20.6
San Diego Int'l	148,408.0	167,343.8	146,328.0	152,257.2	187,705.3	207,992.4	154,689.1	133,913.1	121,568.0	127,261.0
Santa Barbara Municipal		2,831.5	3,114.6	3,100.1	3,080.1	3,089.0	2,965.5	2,797.0	2,133.2	2,161.9
Van Nuys	No Air Cargo Service Reported					8.0	7.0	7.0	3.0	6.0
Annual State Totals	2,677,731.1	2,792,936.5	2,862,530.3	2,984,170.5	3,029,143.9	3,010,661.7	2,917,675.4	2,545,934.6	2,278,796.8	2,526,425.4
								Ten-Year Total		**27,626,006**

[1]Cargo Service Airport - An airport that is served by all-cargo aircraft in scheduled and nonscheduled service providing air transportation of only property, including mail, with an aggregate landed weight in excess of 100 million pounds. This entitles the airport to AIP cargo entitlement funds. However, the State of California has expanded this report to include airports that do not meet the FAA criteria for a Cargo Service Airport designation. Each is designated with a double asterisk following the airport name. The list will include other airports as they are identified. With the cooperation of the respective facility management, a reporting schedule will be initiated and maintained by the Caltrans Division of Aeronautics.

Environmental Quality

Ongoing development in San Bernardino and Riverside County has resulted in greater employment opportunities, increased affluence of the populace, and homeownership. Unfortunately, increased traffic congestion, degradation in air quality, and loss of open and environmentally sensitive land has been the negative result.

As a result, the County of Riverside embarked on an unprecedented, three-year planning effort to simultaneously prepare environmental, transportation, housing, and development guidelines for the first half of the twenty-first century. To address growth challenges, the Riverside County Board of Supervisors and the Riverside County Transportation Commission (RCTC) initiated the Riverside County Integrated Project (RCIP)[18]. RCIP includes:

- A Multiple Species Habitat Conservation Plan (MSHCP), which forms the nucleus of an open-space plan for the western part of the county.

- An updated General Plan for the unincorporated portion of the county; the General Plan addresses land use, circulation, housing and open space, conservation, and other mandatory elements in conformance with state statute. The General Plan includes several innovative programs, such as incentive programs, that will be utilized in implementing the MSHCP, programs to enhance transit alternatives, and programs that will encourage the development of mixed-use centers.

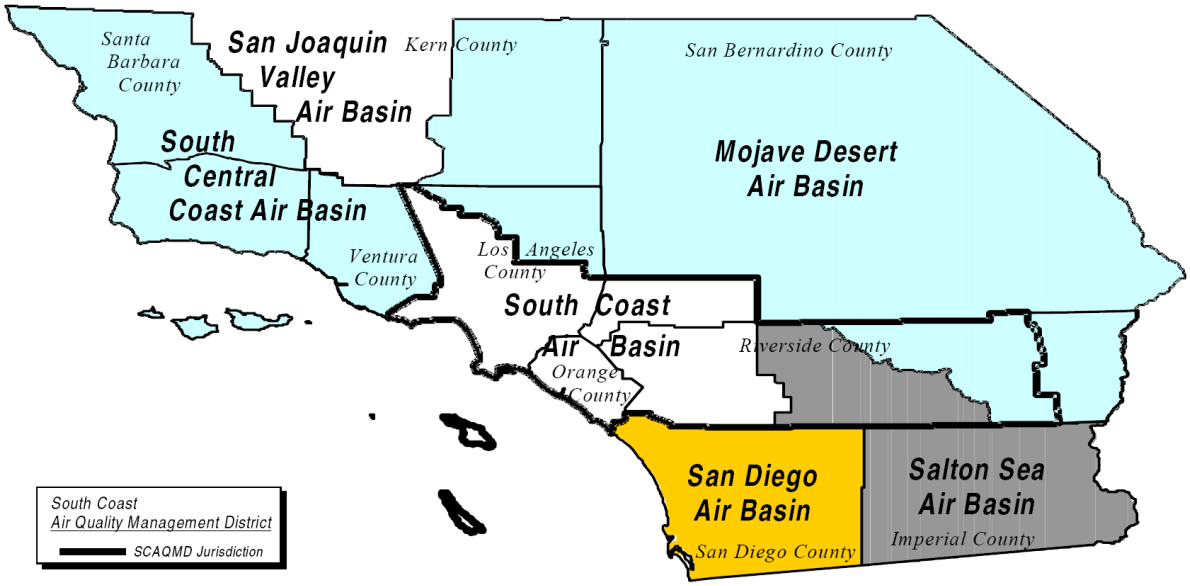
- The Community and Environmental Transportation Acceptability Process (CETAP) identifies future transportation corridors in the western part of the county and provides the appropriate environmental documentation to allow early preservation of the necessary rights-of-way for future corridor development. These corridors will be designed to meet future mobility needs, for autos, buses, and trucks, as well as for goods and information. The corridors will allow room to implement transit plans well into the next century. CETAP forms an essential component of the county's circulation element and its arterial highway plan, both associated with the General Plan.

[18] *http://www.rcip.org/default_netscape.htm*

Air Quality

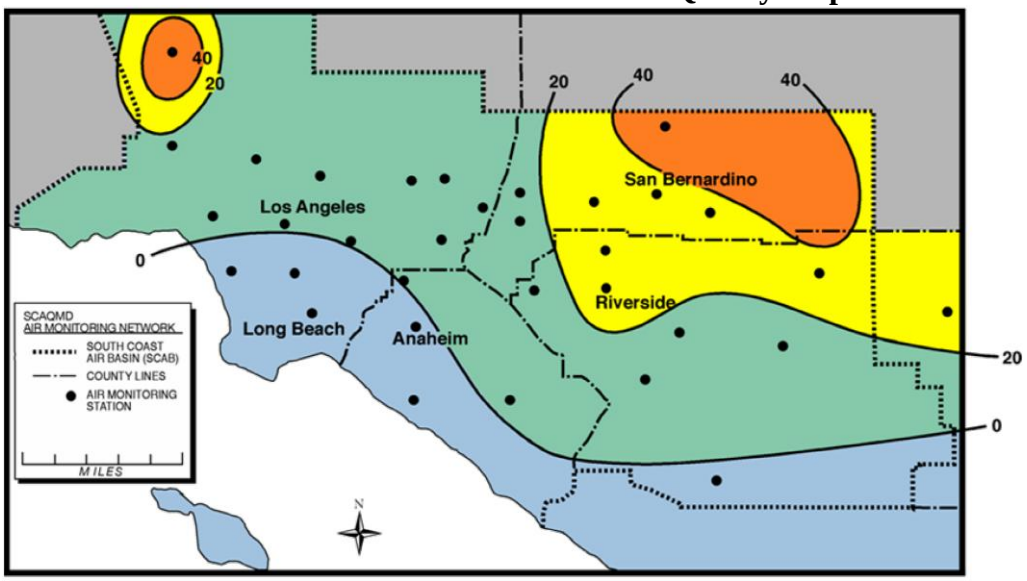
Air pollution, or suspended particulate matter locally generated from the increased number of automobiles in the area, from point sources such as factories, dust carried into the air by construction activity, and the contribution of similar pollutants from the Greater Los Angeles area (South Coast Air Basin) has regularly caused the Inland Empire to be at, or near, the bottom of many air quality ratings. The air pollution problem is exacerbated by the region's location which is surrounded by mountain ranges to the north and east.

Exhibit 64: Southern California Air Basins Map



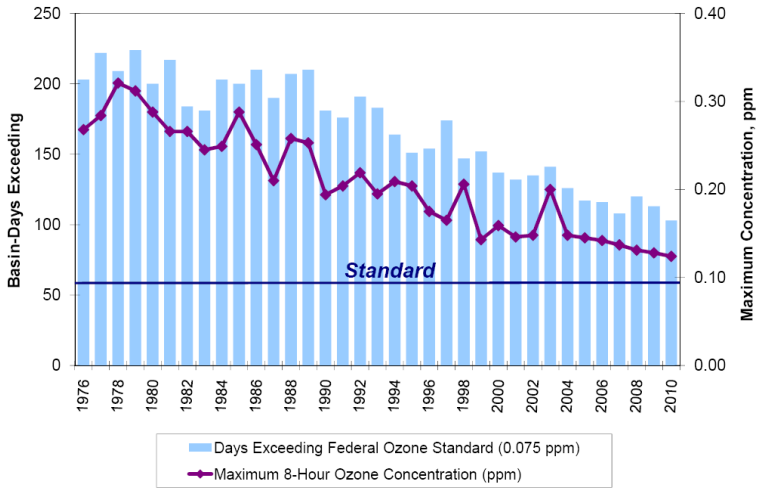
As the area continues to grow, accommodating growth in a sustainable way is a challenge for transportation planning in Southern California. Improvements in transportation mobility, both people and goods must meet the goals of cost-effectiveness, environmental protection, and energy-efficiency.[19] The figure below represents the number of days that the 8-hour average was greater than 0.08p (Federal Standard). Portions of Riverside and San Bernardino Counties exceeded the standard.

Exhibit 65: Southern California Air Quality Map



However, the number of days of steadily decreased since 1976, using the previous Federal standard[20].

Exhibit 66
South Coast Air Basin Smog Trend



[19] *2007 Air Quality Management Plan, South Coast Air Quality Management District*

[20] *Southern California Association of Governments 2004 Regional Transportation Plan*

In 2007 the South Coast Air Quality Management District (AQMD) finalized an Air Quality Management Plan (AQMP). The plan adopts the 8-hour attainment standards promulgated by the United States Environmental Protection Agency (EPA). The transportation strategy for the 2007 AQMP is contained with the 2004 RTP and further defined in the 2006 RTIP. They together form the foundation for improving transportation system performance while assuring the timely attainment of air quality goals within the Basin.

The strategy proposed in the 2007 AQMP is predicated on the assumption that the following financial strategies are implemented by SCAG:

- Protect/strengthen existing transportation revenues, including Proposition 42, truck weight fees, and federal gas tax receipts;
- Continue local transportation sales tax where necessary, allow 55 percent voter approval for local transportation tax;
- Maximize motor vehicle fuel user fee revenue through pay-as-you-go and debt financing;
- Review methods from collecting revenues from alternative fuel vehicles;
- Support implementation of a development mitigation fee in San Bernardino County;
- Consider the feasibility of HOT lanes for new facilities; and
- Pursue user-fee-supported project financing for major regional investments where applicable.

Another Plan strategy is to link land use and transportation – part of SCAG's Southern California Compass. The Compass utilized "scenario planning" to explore multiple scenarios and outcomes. The following assumptions were established to better link land use and transportation:

- Focus growth in centers and major transportation corridors;
- Create significant area of mixed-used development;
- Target growth around transit stations;
- Provide housing opportunities to match changing demographics;
- Ensure adequate access to open space;
- Change land use to correspond to a decentralized aviation strategy
- Change land use to correspond to the implementation of regionally significant transportation projects; and
- Incorporate the local input and feedback on future growth.

EXISTING TRANSPORTATION SYSTEM PERFORMANCE

Urban

Over the past decade, urban freeway congestion in most California metropolitan areas has increased because transportation facility construction and expansion has not kept pace with increased demand. From the public's perspective, the most noticeable effect of congestion on urban mobility is traffic delay.

Congestion can be categorized as either *recurrent* or *nonrecurrent*. Recurrent congestion is regular, everyday peak-period delays that occur when the capacity of a freeway is exceeded by the demands on it. Irregular events such as accidents, sporting events, maintenance, or short-term construction cause nonrecurrent congestion. The data below represents the effects of recurrent congestion within the Riverside and San Bernardino Counties[21] as compared to other districts with large urban centers;

Exhibit 67:Daily Vehicle-Hours of Delay and Annual Percentage Change by District, 1999-2008

District	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	Percent of Statewide 2008
District 3	7,809	8,907	10,896	16,200	14,872	13,226	17,712	21,830	17,648	13,827	11,576	3
Annual % Change	53	14	22	49	-8	-11	34	23	-19	-22	-16	
District 4	112,000	128,300	177,600	155,500	147,900	121,800	124,190	135,700	143,900	161,700	142,400	34
Annual % Change	12	15	38	-12	-5	-18	2	9	6	12	-12	
District 5	2,020	2,598	5,154	6,016	5,937	6,453	6,453	6,453	7,571	7,040	5,333	1
Annual % Change	23	29	98	17	-1	9	0	0	17	-7	-24	
District 6	75	257	334	522	508	507	292	296	561	375	315	0
Annual % Change	-31	245	30	56	-3	0	-42	1	90	-33	-16	
District 7	142,857	128,623	166,294	183,209	165,861	178,491	171,438	165,141	172,399	178,938	127,924	31
Annual % Change	3	-10	29	10	-9	8	-4	-4	4	4	-29	
District 8	29,368	33,384	38,244	32,901	36,601	30,035	27,480	35,284	52,100	54,456	26,257	6
Annual % Change	30	14	15	-14	11	-18	-9	28	48	5	-52	
District 10	2,711	3,292	3,930	3,340	4,127	4,064	3,685	5,010	3,709	3,444	2,120	1
Annual % Change	0	21	19	-15	24	-2	-9	36	-26	-7	-38	
District 11	42,354	44,203	51,712	58,027	64,595	67,163	65,768	62,796	63,833	63,099	30,293	7
Annual % Change	7	4	17	12	11	4	-2	-5	2	-1	-52	
District 12	78,906	78,796	71,286	66,522	71,376	83,002	96,522	97,581	98,640	98,796	69,857	17
Annual % Change	7	0	-10	-7	7	16	16	1	1	0	-29	
Statewide	418,100	428,360	525,450	522,238	511,777	504,741	513,539	530,091	560,362	581,674	416,075	100
Annual % Change	10	2	23	-1	-2	-1	2	3	6	4	-28	

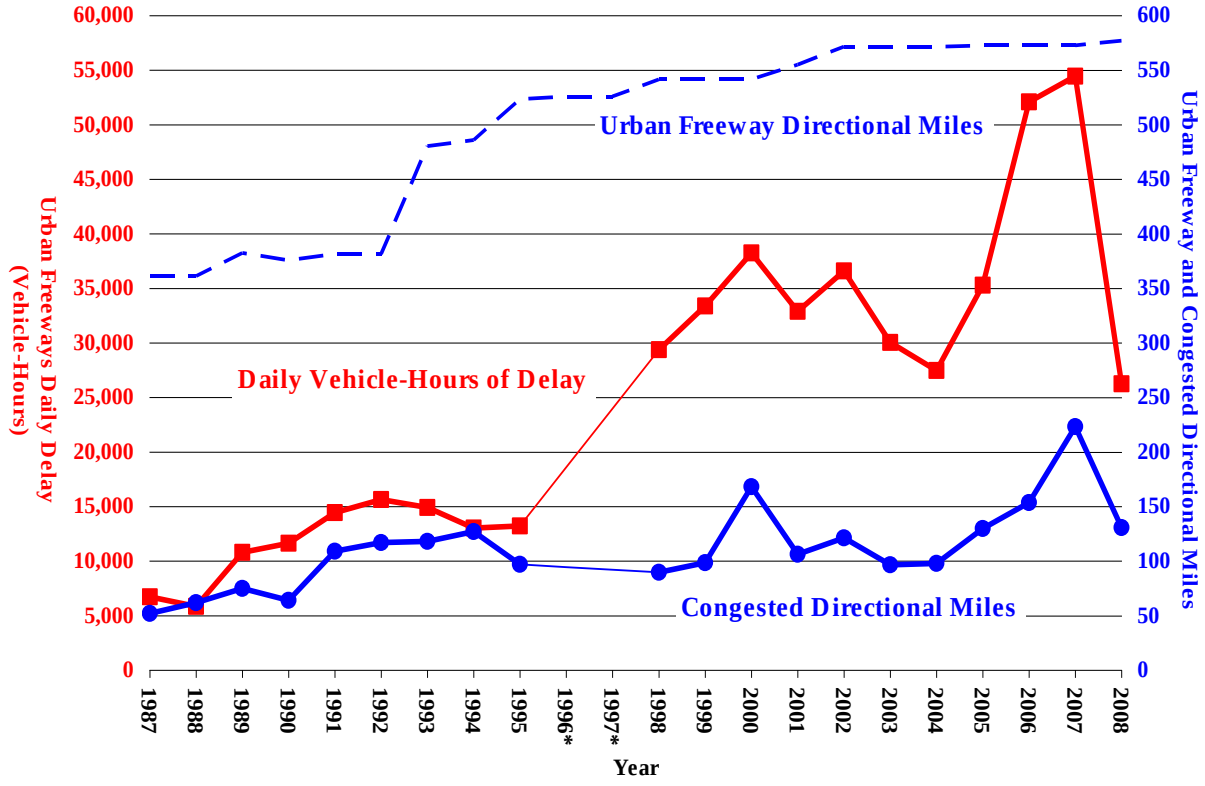
Note: District figures and percentages may not add to statewide totals due to rounding.

[21] *2008 HiCOMP Report*

Exhibit 68: District 8 Highway Congestion Summary				
District 8	**2007**	**2008**	**Percent Change 2007–2008**	**Percent of Statewide 2008**
Daily Vehicle–Hours of Delay	54,456	26,257	**–52**	**6**
Riverside San Bernardino	38,019 16,436	21,148 5,109	–44 –69	
Congested Directional Miles	223.4	130.7	**–41**	**7**
Riverside San Bernardino	126.4 97.0	86.3 44.4	–32 –54	
Total Urban–Area Freeway Directional Miles	577.0	577.0		
Congested Miles/Total Urban Freeway Miles	39%	23%		

Note: County figures and percentages may not add to district totals due to rounding.

Exhibit 69: Daily Vehicle Hours of Delay



*No HICOMP reporting performed

Exhibit 70: DISTRICT 8
SAN BERNARDINO–RIVERSIDE AREA
2008 MORNING CONGESTION MAP

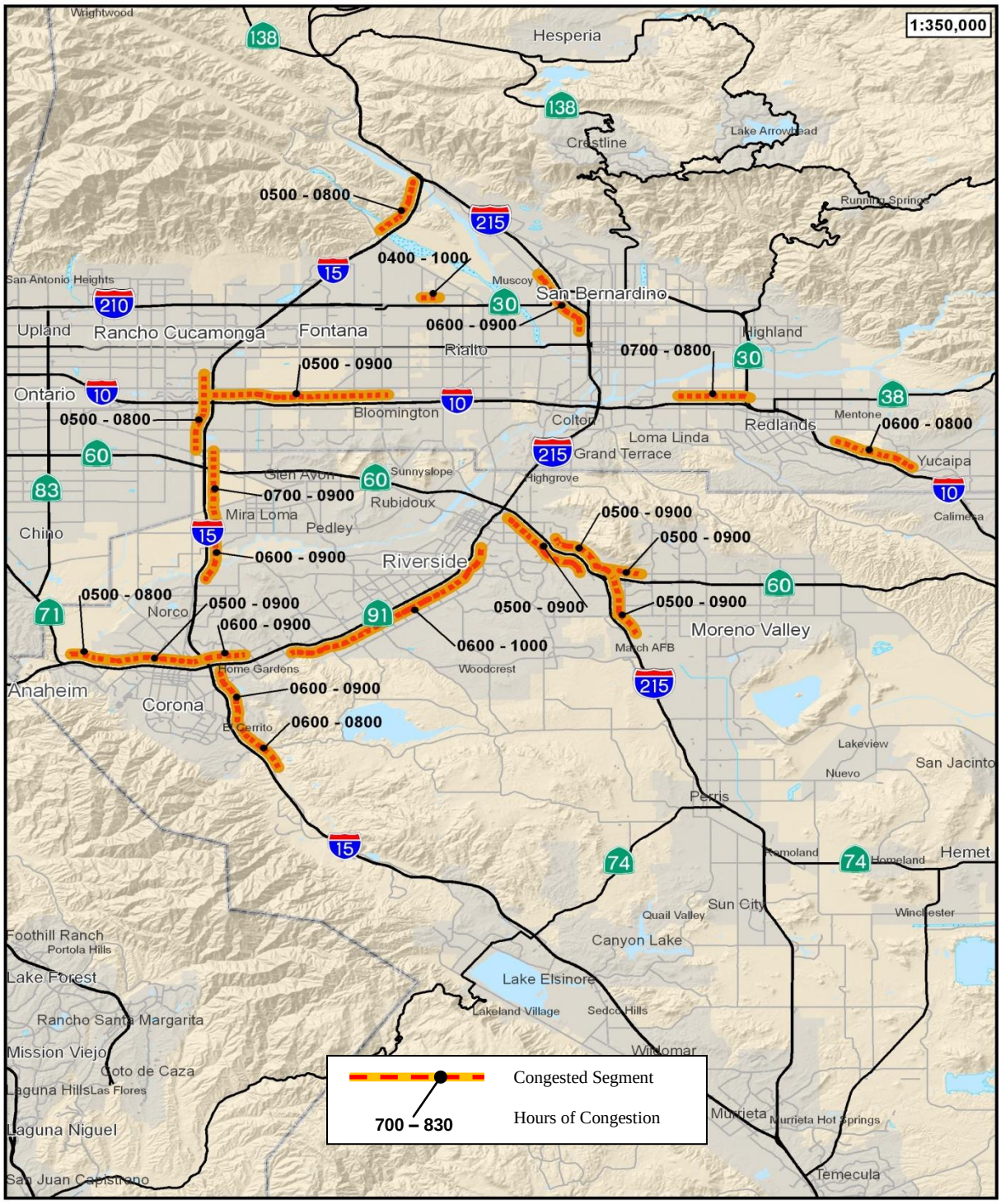
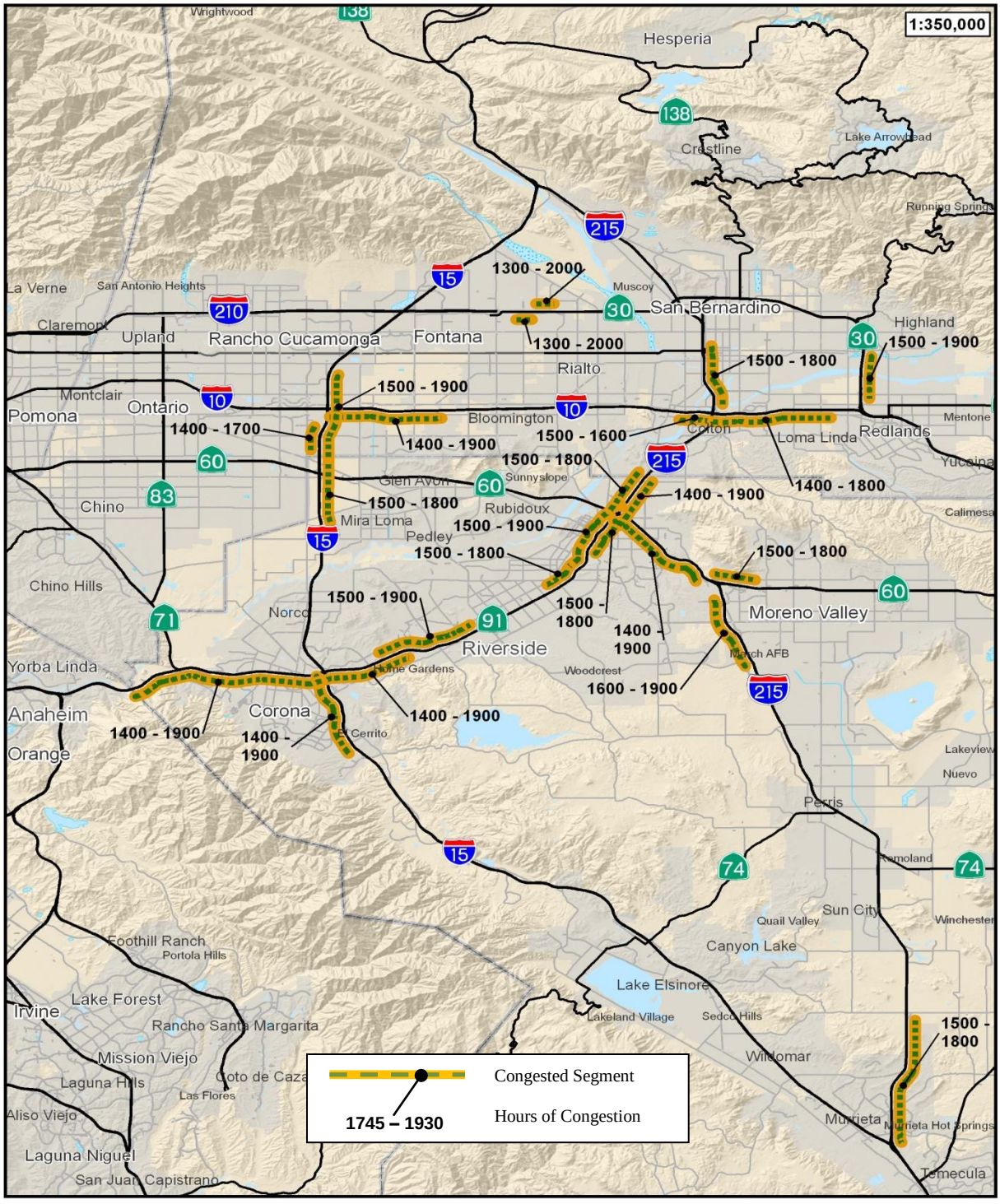


Exhibit 71: DISTRICT 8
SAN BERNARDINO–RIVERSIDE AREA
2008 EVENING CONGESTION MAP



The table below is representative of the facilities within the urban areas of the Victor Valley in San Bernardino County, the Coachella Valley in Riverside County, and SR-142 (not included within the HiComp Report). Several segments of the system are currently operating below acceptable levels of service due to increased demand during morning and afternoon peak hours. Route segments operating at less than level of service "D" are highlighted in red.

Exhibit 72: Existing State Highway Facilities Traversing Urban Areas outside of the HiComp Study Area

Rte.	Seg.	Co.	Post Mile	Description	MF Lanes[1]	2008 ADT[2]	2008 LOS[3]
10	8	Riv	6.70/R25.20	SR-60 to SR-111	8	110,144	C
	9	Riv	R25.20/46.89	SR-111 to SR-62	8	81,000	C
	10	Riv	29.70/46.89	SR-62 to Cook St.	8	67,600	C
	11	Riv	46.89/R54.74	Cook St. to Monroe St.	6	81,300	C
	12	Riv	R54.74/R57.83	Monroe St. to SR-86S	6	57,000	B
	13	Riv	R57.83/R58.89	SR-86S to Dillon Rd.	4	26,800	B
15	17	SBd	31.80/37.59	US-395 to Bear Valley Rd	6	101,800	C
	18	SBd	37.59/43.49	Bear Valley Rd to North Jct SR-18	6	84,800	D
18	17	SBd	87.87/89.57	Central Rd. to Kiowa Rd.	4	14,800	A
	18	SBd	89.57/94.39	Kiowa Rd. to Apple Valley Rd.	4	31,100	B
	19	SBd	94.39/96.60	Apple Valley Rd. to N. Jct. I-15	4	38,600	C
	20	SBd	96.60/97.00	S. Jct. I-15 to Amargosa Rd.	4	43,500	D
	21	SBd	97.00/101.00	Amargosa Rd. to Jct. US-395	4	23,800	B
86/ 86S	4	Riv	R22.20/R23.00	Dillon Rd. to I-10	4	30,500	B
111	2	Riv	47.20/55.20	Golf Club Dr to Gateway Dr	4	19,100	B
142	2	SBd	R3.87/5.78	Chino Hills Parkway to SR-71	4-6	27,400	D
395	1	SBd	R4.00/6.80	I-15 to California Aqueduct	2	28,400	F
	2	SBd	6.80/13.60	California Aqueduct to Holly Rd	2	23,900	E
	3	SBd	13.60/15.71	Holly Rd to Air Expressway	2	19,000	E

[1] MF = Number of mixed-flow lanes
[2] ADT = Average Daily Traffic
[3] LOS = Level of Service during peak hours, route segments operating less than LOS "D" are highlighted in red

Rideshare Program Performance

One of the strategies to reduce traffic congestion and improve air quality is the ridesharing program. The current status of the Rideshare program is represented in table below:

Exhibit 73: Measurement of Ridesharing Program (FY 2008-2009)

	Participants	One-Way Vehicle Trips Reduced	Miles Saved	Emissions Reduced (lbs)
SANBAG	11,212	2,122,486	57,996,920	1,061,624
RCTC	11,085	1,984,301	45,920,884	853,251
Total	22,297	4,106,786	103,917,804	1,914,875

During 2008-2009, Ridesharing has reduced more than 4.1 million one-way vehicle trips for San Bernardino and Riverside Counties. The savings are 104 million vehicle miles and a total of nearly two million pounds of emission particulates reduced.

Park and Ride Program Performance

In Riverside County, there are two Park and Ride facilities, one at Temecula near I-15 and the other one at Corona near SR-91, that have usage rates greater than 100 percent. The lot at Lake Elsinore also has a high rate – 93 percent.

In San Bernardino County, two Park and Ride facilities have usage rates greater than 100 percent, 103 percent for the lot at Chino near SR-71, and 138 percent for the lot at Hesperia near I-15 and US-395. A lot in Victorville has a high usage rate – 97 percent.

Rural

Portions of the District's routes are "rural" traversing incorporated or census designated places with populations of less than 2,500 residents and a population density of less than 1,000 people per square mile. These routes serve as significant goods movement corridors and for recreational traffic. The routes are outlined below with their corresponding Level of Service (LOS).

Several segments of the system are currently operating below acceptable levels of service due to increased demand during morning and afternoon peak hours. Existing State highway lane configurations and traffic data are described in the following table. Route segments operating less than level of service "D" are highlighted in red.

Exhibit 74: Existing Rural State Highway Facilities

Rte.	Seg.	Co.	Post Mile	Description	MF Lanes[1]	2008 ADT[2]	2008 LOS[3]
2	1	SBd	0.00/6.36	LA/SBd Co. to SR-138	2	4,700	D
10	8	Riv	6.70/R25.20	SR-60 to SR-111	8	110,100	C
	14	Riv	R58.89/R156.49	Dillon Rd. to AZ State Line	4	24,700	C
15	15	SBd	R13.78/R21.40	I-215 North to SR-138	8	154,200	E
	16	SBd	R21.40/31.80	SR-138 to US-395	8	131,600	C
	19	SBd	43.49/70.10	North Jct. SR-18 to SR-58	6	54,500	C
	20	SBd	70.10/74.40	SR-58 to I-40	6	68,300	D
	21	SBd	74.40/R186.20	I-40 to Nevada State Line	4	37,100	D
18	3	SBd	T8.26/R17.73	Sierra Way to Jct. SR-138	4	17,200	B
	4	SBd	R17.73/20.61	Jct. SR-138 to Jct. SR-189	2	8,800	D
	5	SBd	20.61/23.38	Jct. SR-189 to Daley Canyon Rd.	2	7,100	E
	6	SBd	23.38/24.70	Daley Canyon Rd. to SR-173	2	11,000	E
	7	SBd	24.70/31.65	Jct. SR-173 to SR-330	2	7,600	E
	8	SBd	31.65/44.30	SR-330 to SR-38 West	2	6,500	E
	9	SBd	44.30/45.50	SR-38 West to West Big Bear Lake City Limits	2	4,600	D
	10	SBd	45.50/49.10	West Big Bear Lake City Limits to Pine Knot Blvd.	2	5,800	D
	11	SBd	49.10/50.43	Pine Knot Blvd. to Summit Blvd	4	12,800	B
	12	SBd	50.43/51.61	Summit Blvd. to Stanfield Cutoff	4	24,600	D
	13	SBd	51.61/52.67	Stanfield Cutoff to Division Dr	2	19,700	F
	14	SBd	52.67/54.54	Division Dr to SR-38 East	2	15,200	F
	15	SBd	54.54/73.43	SR-38 East to SR-247	2	3,600	C
	16	SBd	73.43/87.87	SR-247 to Central Rd.	2	8,900	D
	22	SBd	101.00/115.90	US-395 to LA/SBd Co. Line	2	7,000	D
38	3	SBd	5.38/14.99	Garnet Ave to Valley of the Falls Dr.	2	8,000	E
	4	SBd	14.99/46.62	Valley of the Falls Dr. to State Ln.	2	3,000	C
	5	SBd	46.62/48.16	State Ln. to Big Bear Blvd.	2	8,400	E
	6	SBd	48.16/49.50	Big Bear Blvd. to S. Jct. SR-18	2	14,600	E
40	1	SBd	0.00/R2.40	I-15 to Main St.	4	19,500	B
	2	SBd	R2.40/R7.18	Main St. to "A" St..	4	17,800	B
	3	SBd	R7.18/R107.18	"A" St. to Goff's Rd.	4	14,100	B
	4	SBd	R107.18/R132.74	Goff's Rd. to US-95 N	4	13,200	A
	5	SBd	R132.74/R143.76	US-95 N to US-95 S	4	15,800	B

Rte.	Seg.	Co.	Post Mile	Description	MF Lanes[1]	2008 ADT[2]	2008 LOS[3]
40	6	SBd	R143.76/R154.64	US-95 S to Arizona State Line	4	13,800	A
58	1	SBd	R0.00/5.40	Kern/SBd County Line to US-395	2	13,300	E
	2	SBd	5.40/R12.79	US-395 to 7.5 miles East of US-395	2	10,700	E
	3	SBd	R12.79/21.80	7.5 miles East of US-395 to 2.5 miles West of Hidden River Rd.	4	11,000	A
	4	SBd	21.80/R31.10	2.5 miles W. of Hidden River Rd. to 0.7 miles East of Lenwood Rd.	2	11,200	D
	5	SBd	R31.10/R34.81	0.7 miles East of Lenwood Rd. to I-15	4	11,800	A
62	1	Riv	0.00/9.24	I-10 to Riv/SBd County Line	4	19,200	B
	2	SBd	0.00/8.29	Riv/SBd Co. Line to Yucca Valley Town Limits	4	22,600	B
	3	SBd	8.29/12.40	Yucca Valley Town Limits to SR-247	4	26,900	C
	4	SBd	12.40/15.15	SR-247 to Yucca Mesa Road	4	28,500	B
	5	SBd	15.15/18.27	Yucca Mesa Road to Park Blvd.	4	20,900	B
	6	SBd	18.27/25.17	Park Blvd. to Twentynine Palms City Limits	4	16,500	A
	7	SBd	25.17/30.19	Twentynine Palms City Limits to Sunrise Rd.	4	15,500	A
	8	SBd	30.19/33.21	Sunrise Rd. to Adobe Rd.	4	13,000	A
	9	SBd	33.21/34.22	Adobe Rd. to Utah Trail	2	8,500	C
	10	SBd	34.22/37.20	Utah Trail to Twentynine Palms City Limits	2	2,700	C
	11	SBd	37.20/79.48	Twentynine Palms City Lmits to SBd/Riv Co. Line	2	570	B
	12	Riv	79.48/90.20	SBd/Riv Co. Line to Riv/SBd Co. Line	2	1,300	B
	13	SBd	90.20/125.76	Riv/SBd Co. Line to US-95	2	2,000	C
	14	SBd	125.76/142.79	US-95 to Arizona State Line	2	2,700	B
74	1	Riv	0.00/11.83	Orange Co. Line to Grand Ave.	2	9,800	D
	9	Riv	46.63/71.75	Schultz Rd. to SR-371	2	3,200	C
	10	Riv	71.75/92.34	SR-371 to Cahuilla Way	2	3,400	C
78	1	Riv	0.00/16.41	Imp/Riv Co. Line to I-10	2	2,200	B
79	1	Riv	0.00/2.30	SD/RIV Co. Line to SR-371	2	2,700	C
	2	Riv	2.30/R12.54	SR-371 to Pauba Rd.	2	8,300	D
	12	Riv	34.20/38.12	Potter Rd. to Potrero Blvd.	4	27,800	C
	13	Riv	38.12/40.44	Potrero Blvd. to I-10	4	26,300	B
86/ 86S	1	Riv	0.00/10.00	Imperial Co. Line to Ave. 68	4	19,800	B
	2	Riv	R10.00/R18.30	Ave. 68 to Ave. 54	4	28,500	B
	3	Riv	R18.32/R22.16	Ave. 54 to Dillon Rd.	4	29,500	B
95	1	Riv	L0.16/3.52	I-10 to Sixth Ave.	2	3,500	C
	2	Riv	3.52/36.20	Sixth Ave. to SBd/Riv County Line	2	2,100	C
	3	SBd	0.00/37.30	SBd/Riv Co. Line to Havasu Lake Rd.	2	2,600	C
	4	SBd	37.30/57.24	Havasu Lake Road to East Jct. I-40	2	5,600	D
	Break in route						
	5	SBd	57.24/80.45	West Jct. I-40 to Nevada State Line	2	3,300	C
111	1	Riv	0.00/18.43	Imperial Co. Line to 66th Ave.	2	2,100	B
	3	Riv	T55.2/R63.3	Gateway Drive to I-10	4	16,000	B
127	1	SBd	L0.00/L0.17	I-15 to Baker Blvd.	2	6,700	D
	2	SBd	L0.17/0.85	Baker Blvd. to Silver Ln.	2	2,100	C
	3	SBd	0.85/41.47	Silver Ln to SBd/Inyo Co. Line	2	840	B
138	1	SBd	0.00/6.70	LA/SBd Co. Line to SR-2	2/4	13,500	D
	2	SBd	6.70/R15.20	SR-2 to I-15	2/4	17,600	E

Rte.	Seg.	Co.	Post Mile	Description	MF Lanes[1]	2008 ADT[2]	2008 LOS[3]
138	3	SBd	R15.20/R19.80	I-15 to Summit Valley Rd.	2	4,400	C
138	4	SBd	R19.80/R23.90	Summit Valley Rd. to SR-173	2	4,400	C
	5	SBd	R23.90/R30.80	SR-173 to Pilot Rock Rd.	2	1,600	B
	6	SBd	R30.80/35.70	Pilot Rock Rd. to Waters Dr.	2	1,700	B
	7	SBd	35.70/36.30	Waters Dr. to Knapps Cutoff	2	5,800	D
	8	SBd	36.30/36.70	Knapps Cutoff to Crest Forest	2	3,100	C
	9	SBd	36.70/R37.80	Crest Forest to SR-18	2	7,400	D
142	1	SBd	0.0/R3.8	Ora/SBd Co. Line to Chino Hills Pkwy.	2	14,400	E
173	1	SBd	L0.00/L6.99	SR-138 to Arrowhead Lake Rd.	2	1,200	C
	2	SBd	L6.99/12.85	Arrowhead Lake Rd. to Rifle Range Rd.	2	200	*
	3	SBd	12.85/17.20	Rifle Range Rd. to North Bay Rd.	2	600	A
	4	SBd	17.20/19.77	North Bay Rd. to Hook Creek Rd.	2	2,800	C
	5	SBd	19.77/23.04	Hook Creek Rd. to SR-18	2	5,400	C
177	1	Riv	0.00/0.20	I-10 to Ragsdale Rd.	2	3,700	C
	2	Riv	0.20/27.02	Ragsdale Rd. to SR-62	2	1,300	B
178	1	SBd	0.00/14.78	Kern/SBd Co. Line to Pinnacle Rd	2	2,400	C
189	1	SBd	0.00/2.81	SR-18 to Grass Valley Rd.	2	4,100	C
	2	SBd	2.81/5.57	Grass Valley Rd. to SR-173	2	9,700	D
243	1	Riv	0.00/3.61	SR-74 to Country Club Drive	2	3,700	D
	2	Riv	3.61/7.53	Country Club Dr. to Marion Ridge Dr.	2	4,500	D
	3	Riv	7.53/28.28	Marion Ridge Dr. to San Gorgonio Ave.	2	1,900	C
	4	Riv	28.28/29.70	San Gorgonio Ave. to I-10	2	5,300	D
247	1	SBd	0.00/2.30	SR-62 to Hillcrest Dr.	2	12,000	D
	2	SBd	2.30/3.00	Hillcrest Dr. to Buena Vista Dr.	2	12,000	D
	3	SBd	3.00/39.60	Buena Vista Dr. to Camp Rock Rd.	2	4,100	C
	4	SBd	39.60/44.90	Camp Rock Rd. to W. SR-18	2	2,500	B
330	1	SBd	R28.70/T30.07	SR-210 to County Flood Channel	4	9,700	A
	2	SBd	T30.07/44.12	County Flood Channel to SR-18	2	9,700	E
371	1	Riv	56.40/60.23	SR-79 to Wilson Valley Rd.	2	6,200	C
	2	Riv	60.23/67.66	Wilson Valley Rd. to Cary Rd.	2	7,300	D
	3	Riv	67.66/71.31	Cary Rd. to Contreras Rd.	2	7,100	D
	4	Riv	71.31/77.15	Contreras Rd. to SR-74	2	6,900	D
395	4	SBd	15.71/21.10	Air Expressway to Desert Flower Rd.	2	12,600	E
	5	SBd	21.10/46.00	Desert Flower Rd. to SR-58	2	8,400	D
	6	SBd	46.00/73.50	SR-58 to Kern Co. Line	2	4,800	D

[1] MF = Number of mixed-flow lanes
[2] ADT = Average Daily Traffic
[3] LOS = Level of Service during peak hour. route segments operating less than LOS "D" are highlighted in red
*Closed to Traffic: Typical LOS analysis not applicable to unpaved segment

Traffic Safety[22]

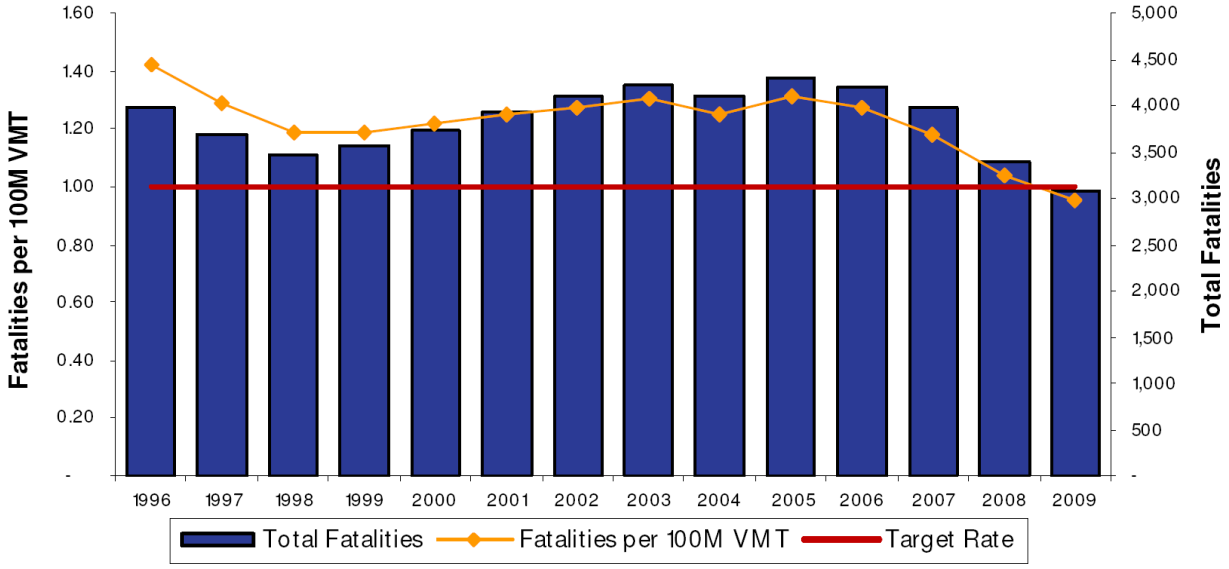
California's public roads have been subjected to traffic volumes significantly greater than their design capacity. This increasing intensity of use raises the possibility of collisions. Commuters, bicyclists, tourists, truck drivers, pedestrians, motorcyclists, and others face challenges as well.

California has seen several consecutive years of improved safety in many areas. Traveler fatalities on state highways in 2009 were 0.95 fatalities per 100 million vehicle miles traveled (MVMT). The fatality rates went down to 1.18 fatalities per 100 MVMT in 2007, and down again to 1.04 fatalities per 100 MVMT in 2008. Traffic fatalities decreased by 22 percent, from 3,967 in 2007 to 3075 in 2009. Some of the decrease in traffic fatalities may be related to the decrease in the number of miles traveled by the state's drivers in 2008-2009.

In 2009, for the fourth year, Driving Under the Influence (DUI) deaths declined in California. The drop was 7.3 percent, from 1,025 in 2008 to 950 in 2009, according to the National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System. The 2009 figure marks a total decrease of nearly 27 percent from the most recent high point in 2005.

The following chart represents the fatality rate in Vehicle Miles of Travel (VMT) in California compared to the target rate set in the 2007 California Strategic Highway Safety Plan.

Exhibit 75: Total Number of Fatalities in California and Fatality Rate per 100 Million VMT Chart, 1996-2009



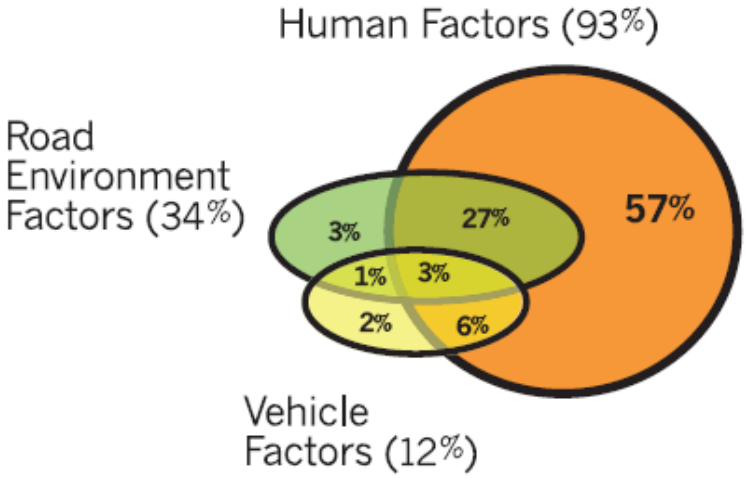
[22] *California Strategic Highway Safety Plan Version 2, 2008*

Exhibit 76: Total Number of Fatalities in California and Fatality Rate per 100 Million VMT Table, 1996-2009

Year	Fatalities Per 100M VMT	Total Fatalities
1996	1.42	3,972
1997	1.29	3,671
1998	1.19	3,459
1999	1.19	3,559
2000	1.22	3,730
2001	1.25	3,926
2002	1.27	4,089
2003	1.30	4,225
2004	1.25	4,094
2005	1.31	4,304
2006	1.27	4,197
2007	1.18	3,967
2008	1.04	3,401
2009	0.95	3,075

The figure below (Venn diagram) shows that 12 percent of collisions involve some factors of the vehicle travelling the roadway; 34 percent for some characteristics of the roadway, and 93 percent are due to human factors. When other collision factors are removed, the data attributed the majority (57 percent) of the collisions to human factors.

Exhibit 77: Collision Factors



In response, the Department has identified 16 "challenge areas". Exhibit 72 shows the challenges as well as collision data from 2002-2004.

Exhibit 78: Average Annual Number of Fatalities, Severe Injuries, Minor Injuries, and Total Fatalities and Injuries, 2002-2004

CHALLENGE AREAS Sorted by Fatalities		Fatalities (1)		Severe Injuries (2)		Minor Injuries[14] (3)		Total Fatalities and Injuries (1+2+3)	
		No.	%[15]	No.	%	No.	%	No.	%
TOTAL		**4,136**	**100%**	**13,357**	**100%**	**293,383**	**100%**	**310,873**	**100%**
1:	Reduce Impaired Driving Related Fatalities	1,858	45%	3,783	28%	29,860	10%	35,502	11%
2:	Reduce the Occurrence and Consequence of Leaving the Roadway and Head-On Collisions	1,395	34%	3,734	28%	36,653	12%	41,782	13%
3:	Ensure Drivers are Licensed and Competent	1,143		N/A[16]		N/A		N/A	
4:	Increase Use of Safety Belts and Child Safety Seats	1,035	25%	2,102	16%	12,749	4%	15,886	5%
5:	Improve Driver Decisions about Rights of Way and Turning	957	23%	2,758	21%	47,522	16%	51,237	16%
6:	Reduce Young Driver Fatalities	878	21%	3,206	24%	76,421	26%	80,506	26%
7:	Improve Intersection and Interchange Safety for Roadway Users	784	19%	3,307	25%	99,740	34%	103,832	33%
8:	Make Walking and Street Crossing Safer	703	17%	1,865	14%	12,234	4%	14,802	5%
9:	Improve Safety for Older Roadway Users	689	17%	1,454	11%	38,193	13%	40,336	13%
10:	Reduce Speeding and Aggressive Driving	629	15%	2,202	16%	94,287	32%	97,119	31%
11:	Improve Commercial Vehicle Safety	439	11%	875	7%	14,763	5%	16,077	5%
12:	Improve Motorcycle Safety	345	8%	1,642	12%	7,694	3%	9,681	3%
13:	Improve Bicycling Safety	124	3%	742	6%	10,227	3%	11,092	4%
14:	Enhance Work Zone Safety	112	1%	179	1%	4,063	1%	4,302	1%
15:	Improve Post Crash Survivability	N/A	-	N/A	-	N/A	-	N/A	-
16:	Improve Safety Data Collection, Access and Analysis	N/A	-	N/A	-	N/A	-	N/A	-

[14] 'Visible injury' and 'complaint of pain' combined

[15] Percentages in each column do not sum to 100 because Challenge Area categories are not mutually exclusive. Percent presented in each column represents the percent of that specific column total.

[16] N/A = Data not available or incomplete

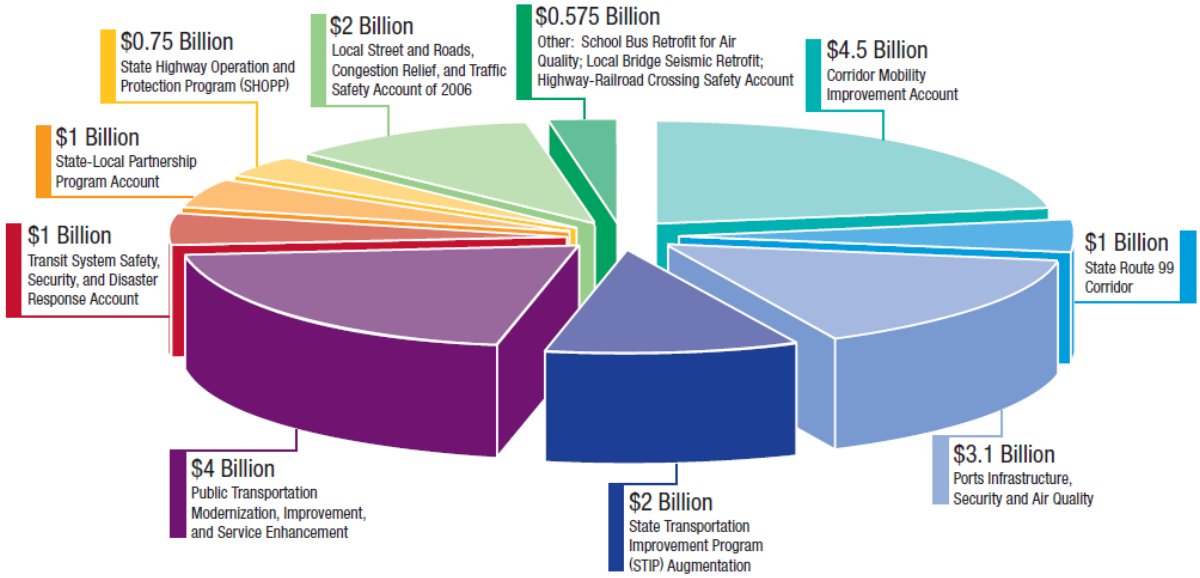
OBJECTIVES AND STRATEGIES

There are many federal and State laws, Departmental and District policies, and regional and local procedures that govern how the transportation system may be improved. State highway and other transportation system improvements are developed and implemented through approvals of multi-jurisdictional governing bodies of elected and appointed officials. Major changes to transportation infrastructure development strategy are identified and implemented through the guidance and requirements of these various governing bodies. This section identifies the major statutes and policies that guide the development of transportation plans and projects.

Strategic Growth Plan

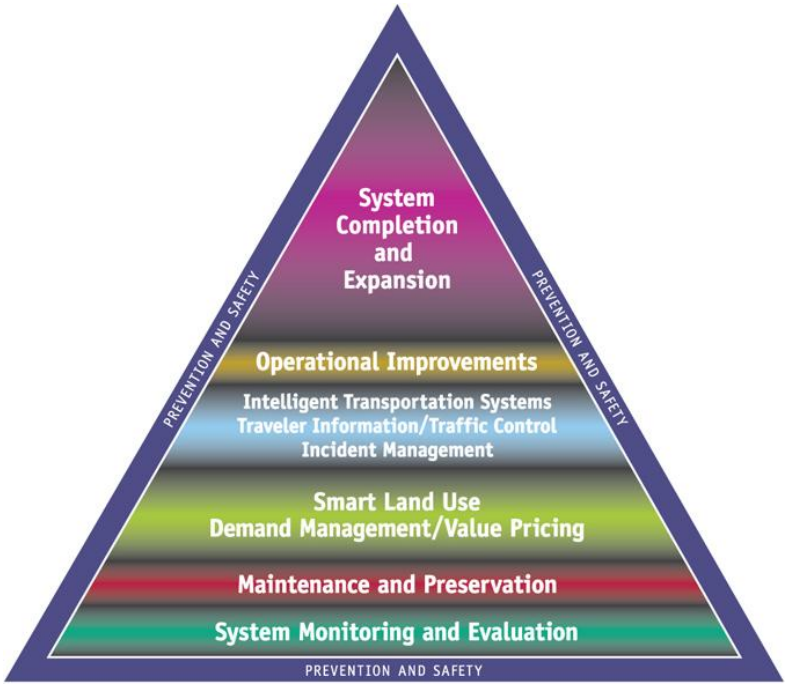
In 2007, the Governor unveiled an ambitious Strategic Growth Plan (SGP): Transportation Investment for Mobility and Quality of Life. The plan calls for a $222 billion infrastructure improvement program to fortify the state's transportation system, education, housing, and waterways. The Infrastructure Improvement Program set aside $106 billion for transportation investments designed to decrease congestion and travel times, while accommodating future growth in the population and economy. The initiative is performance-based and outcome-driven, targeting significant reduction in congestion, improved quality of life for Californians, and a world class transportation system that supports a globally-competitive economy and promotes prosperity. Funding includes $47 billion in existing transportation funding sources, $40.1 billion in new funding, and $19.1 billion from Proposition 1B General Obligation bonds (see graph below).

Exhibit 79: Proposition 1B Funding



The Plan is based on the premise that investments in the system yield significant improvements in congestion relief. The diagram below provides a pyramid depicting "the complete system approach" needed to maintain and efficiently expand the system.

Exhibit 80: Mobility Pyramid



System Monitoring and preservation is the base of the pyramid and the basic foundation upon which the other strategies are built. System Completion and Expansion will provide the desired mobility benefits to the extent that investments in and implementation of the strategies below it establish a solid platform.

Over the next ten years, state-wide daily congestion (measured by daily hours of delay) is projected to increase from 558,000 hours in 2005 to 753,000 hours in 2016, an increase of 35 percent. With implementation of the plan congestion levels are estimated to be 454,000 hours in 2016, a reduction of 104,000 hours, or 18.7 percent, below today's levels. In addition to congestion relief, the Plan results in:

- 550 new HOV lane miles
- 750 new highway lane miles
- 9,000 miles of rehabilitated roadways
- 15 percent increase in throughput
- 600 miles of new commuter lines
- 310,000 additional transit ridership
- 11 additional intercity rail round trips
- 150 percent increase in intercity rail ridership
- 8,500 miles of separated bike and pedestrian paths

The Goods Movement Action Plan (GMAP) was a key component of the SGP. The GMAP identifies projects for consideration in the California Transportation Commission's (CTC)

allocation of the $2.1 billion for infrastructure investment. The Air Resources Board will allocate the remaining $1 billion for emission reduction projects related to goods movement.

Strategic Priorities

In February 2011, Caltrans Executive Management Team held a strategic planning discussion to outline a vision for where the department will be in five years. Out of this effort four distinct areas of focus or Strategic Priorities were identified. Strategic Priorities are cross-cutting realistic business objectives that have an expected outcome in a fixed period of time. Each Strategic Priority has a series of objectives that when completed will help achieve the outcome. The four identified Strategic Priorities are listed below.

- Provide a safe and efficient highway system using effective business processes that reduce the cost of doing business
- Effectively manage partnerships to maximize funding available for transportation services
- Develop and maintain an informed and engaged workforce that is empowered to effectively deliver our promised projects and programs
- Consistently communicate as one department both internally and externally leading to improved department credibility

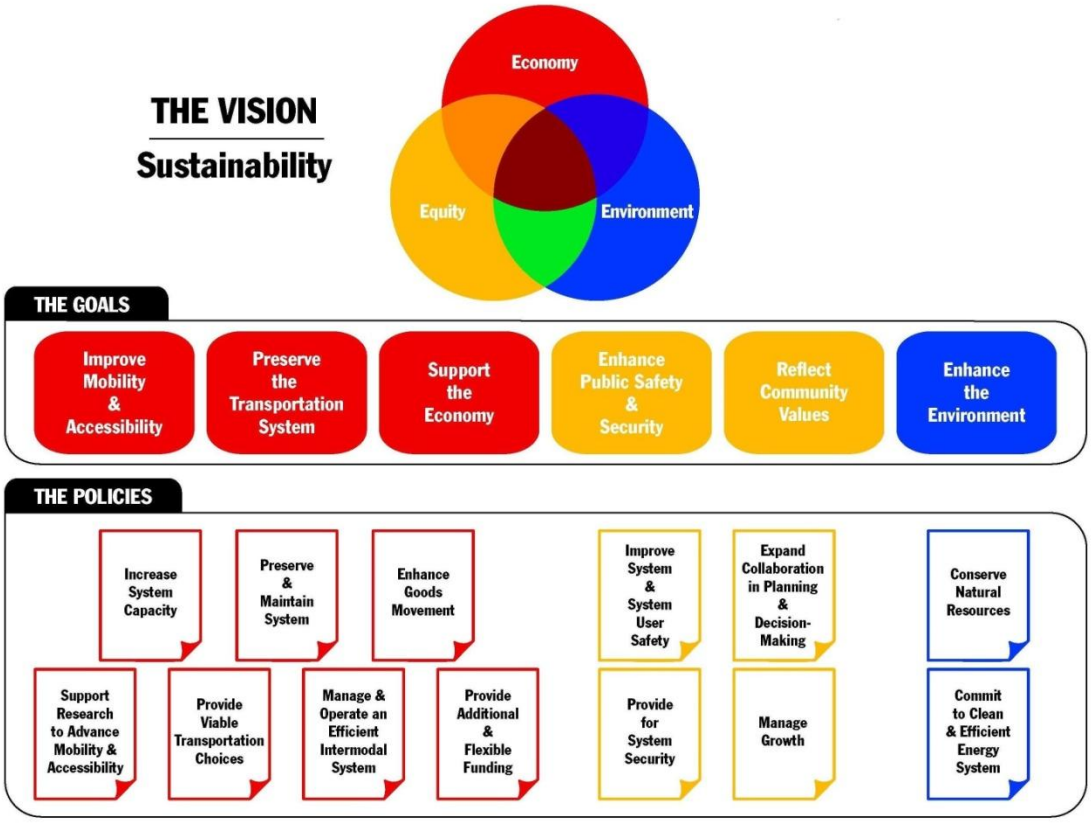
The 2007 Strategic Plan had 26 performance objectives with strategies covering almost every area of the Department. The Department plans to focus on objectives and strategies can be achieved in 18 months while thinking longer term. While most day-to-day operations will continue, some activities will be stopped or delayed to implement these new objectives. The focus on four strategic priorities is part of the continuing process to update the 2007 Strategic Plan for the 2012-2017 time period.

California Transportation Plan

The California Transportation Plan (CTP) is a statewide, long-range transportation plan that defines goals, policies, and strategies to meet the State's future mobility needs and to achieve a vision for California's future transportation system. The plan, with a minimum 20-year planning horizon, is prepared by the Department in response to federal and State requirements and is updated every five years. The current California Transportation Plan, the CTP 2030, is now being updated for a 2040 planning horizon.

The purpose of the CTP is to provide a common policy framework that will guide transportation investments and decisions by all levels of government and the private sector. This policy plan (which by statute does not include projects) provides strategic direction to Regional Transportation Plans (RTP) prepared by California's Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs). The RTPAs have the responsibility of planning, prioritizing and funding transportation projects within their regions. The CTP is supported by the California Transportation Investment System tool that maps short and long-range projects planned by the State, MPOs, and RTPAs. The CTP vision, goals, and policies are show in the following diagram.

Exhibit 81: California Transportation Plan Vision, Goals, and Policies



California Aviation System Plan

The policy element of the California Aviation System Plan (CASP) guides the development of other elements in the plan that helps direct improvement of the California aviation system. Prepared by the Department, the policy element reflects the Federal Aviation Administration's (FAA) *Next Generation Air Transportation System: Integrated Plan*, and Government Code 65041.1. The code specifies the planning priorities of infill development and equity, protecting environmental and agricultural resources, and encouraging efficient development patterns.[23] The following CASP policies support the Department's strategic goals:

- Attain the safest aviation facilities possible.
- Ensure a statewide system of airports that will accommodate different aviation needs.
- Develop an Accessibility Policy to focus on groundside and airside connections to the aviation system.
- Develop an Economic Policy to stimulate economic growth by improving airport infrastructure. And,
- Develop a Community Values Policy to help balance demands by integrating community values into airport land use decisions.

[23] *California Aviation Plan, Policy Element, February 2006*

California State Rail Plan

Government Code Section 14036 requires the California Department of Transportation to complete a ten-year rail plan with both passenger and freight rail elements that is updated every two years.

Passenger Rail

The Department's Intercity Passenger Rail Vision includes the following elements:

- Provide a rail transportation alternative to other travel modes.
- Provide relief to highway and air transportation congestion.
- Improve air quality, conserve fuel, and contribute to efficient and environmentally superior land use.

The Department's constrained $700 million ten-year capital program represents State funds reasonably expected to be available over the next ten years. The program includes $25 million per year in State Transportation Improvement Plan (STIP) funds, $50 million in Transportation Congestion Relief Program (TCRP) funds. $400 million in Proposition 1B funds,

In addition to the Department's Rail Plan, Proposition 1A was approved by voters in 2008 and authorized the sale of $9.95 billion in bonds for the development of High Speed Rail.

Freight Rail

The Department's efforts for the maintenance, preservation and implementation of the State's freight rail system revolve around recommendations and funding strategies in the *Strategic Growth Plan (SGP),* the utilization of funds from other sources, and the coordination and cooperation with the freight rail industry and local agencies.

This California State Rail Plan – 2007-08 to 2017-18, Freight Rail Element, provides a description of the freight rail network, issues concerning the freight rail industry, and policy recommendations and goals for the maintenance, preservation and improvement of the freight rail system. Most focus will be made in four major goods movement corridors: Los Angeles-Long Beach/Inland Empire; San Diego/Border; San Francisco Bay Area, and Central Valley. Maintaining and expanding capacity along these transportation arteries provides not only a basis for economic growth in the State, but also serves as an increasingly important network to all sections of the U.S.

Interregional Transportation Strategic Plan – 1998

The Interregional Transportation Strategic Plan (ITSP) is the Department's framework for guiding investment of the Interregional Improvement Program (IIP) funds. These funds, by statute, are programmed for projects that improve interregional mobility of people and goods. The ITSP identifies a vision for the interregional system, principles and strategies for achieving it, and six critical objectives towards which IIP funds should be directed. SB 45 requires that the IIP include a specific minimum guarantee of funds to be programmed on Interregional Road System (IRRS) routes in non-urbanized areas. Prepared after SB 45 legislation, the ITSP is the foundation for the State's interregional program.

The ITSP identifies six key objectives for the Interregional Improvement Program. These objectives are:

1. Complete a trunk system of higher standard State highways (expressway and freeway)
2. Connect all urbanized areas to the Freeway and Expressway System
3. Ensure a dependable level of service for movement into and through major gateways of statewide significance to ensure connectivity to key intermodal transfer facilities, seaports, air cargo terminals, and freight distribution facilities
4. Connect urbanizing centers and high growth areas to the trunk system
5. Link rural and smaller urban centers to the trunk system
6. Implement an intercity passenger rail program that complies with federal and State laws, improves service reliability, decreases running times, and reduces the per passenger subsidy

The projects identified in the ITSP become the basis for the Department's Interregional Transportation Improvement Program (ITIP) which is submitted to the California Transportation Commission (CTC) for approval on December 15th of odd-numbered years.

Director Policies and Directives

In accordance with state and federal legislation, the Department develops a series of policy papers, directives, and plans to guide transportation strategies for the State of California. Director's Policies (DP) are broad and cover a specific policy area by guiding action and decision-making to assure consistency with the Departments' Mission, Vision and Management Principles. Deputy Directives (DD) relate to Director's Policies and establish guidelines for conduct by the Department.

Some Department plans are developed for statewide application. Those directly related to the state transportation system include the California Transportation Plan. See Appendix C for descriptions of all the pertinent Director Policies and Directives. The Department's Complete Streets Directive is addressed below.

Smart Mobility Framework

The Department in partnership with the United States Environmental Protection Agency (USEPA), and in collaboration with other state project partners, has produced a State planning guide known as the Smart Mobility Framework (SMF) that will further integrate smart growth concepts into transportation in California. The intent is to better integrate land-use and the transportation system to reduce congestion, improve health and safety, and preserve and enhance the State's various resources. Ideally, the concept should be applied to various levels of plans, programs, and projects (e.g., Regional Transportation and Blueprint Plans, General Plans, transportation plans, specific development proposals) in urban, suburban, and rural environments. The SMF recommends the following principles:

- **Location Efficiency:** *to create an integrated land use and transportation system*
- **Reliability:** *to manage, reduce, and avoid congestion through operational and strategic actions*
- **Health and Safety:** *to improve public health and reduce serious injuries*
- **Stewardship:** *to protect and enhance all of California's resources*

2008 Regional Transportation Plan

The Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) is a federally required 25-year plan that provides a vision for transportation investments in the six-county SCAG region, including San Bernardino and Riverside Counties. The current plan, completed in 2008, addresses[24]:

- Transportation Financing
- Air Quality Conformity
- Integration of Growth Forecasts and Land Use
- Highway and Arterial Improvements
- Public Transit
- Goods Movement
- Aviation and Airport Ground Access
- High-Speed Regional Transport
- Non-Motorized Transportation
- Transportation Safety and Security
- Environmental Justice, and
- Environmental Mitigation

The region is expected to generate $411.4 billion in existing revenues; however, the RTP identifies $531 billion in highway and transit, operations and maintenance, and debt service capital, a $119.6 billion shortfall. The plan outlines new alternative funding sources and innovative financing strategies to bridge the gap. These include:

- Value Capture Strategies – *Capturing the incremental increase in land value generated by transportation investments.*
- Local Option Sales Tax Extensions – *Half-cent sales tax extension for Imperial County.*
- User Fees – *Tolls, container fees, and fares.*
- State and federal Gas Excise Tax Adjustment – *An additional 10 cent gas tax imposed beginning in 2012. and,*
- Private Equity Participation – *Private capital to help finance the region's surface transportation needs.*

[24] *2008 Regional Transportation Plan Fact Sheet*

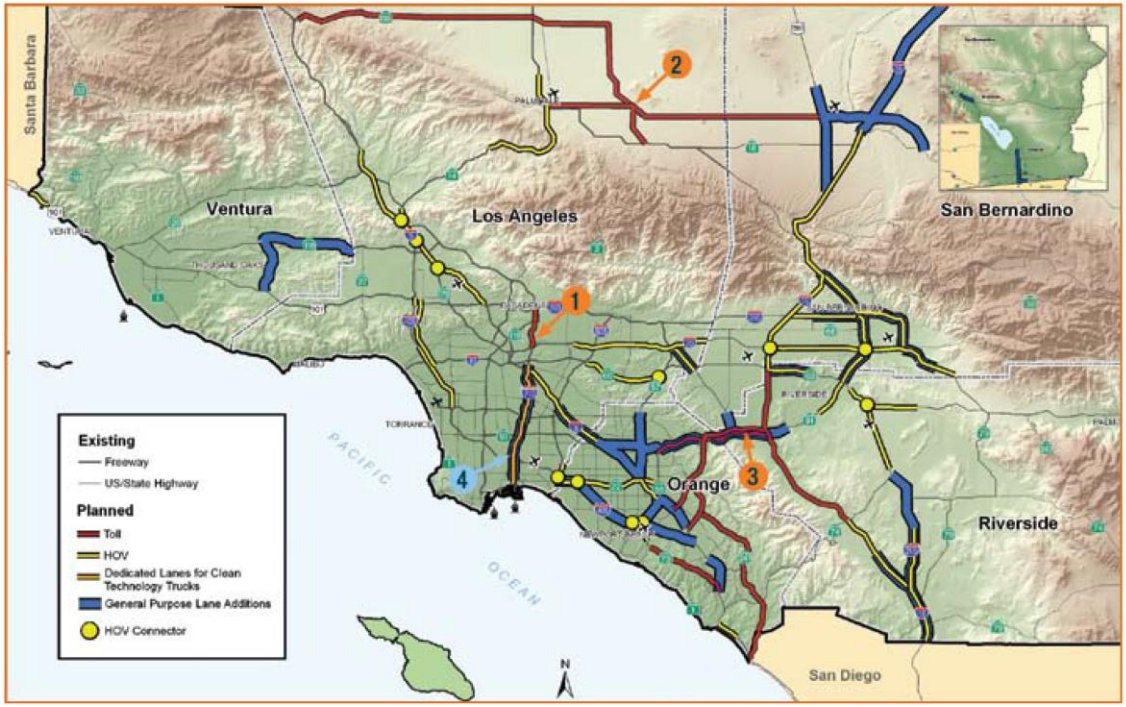
REGIONAL STRATEGIES

MAINTENANCE & PRESERVATION

INTEGRATED LAND USE

TRAVEL DEMAND MANAGEMENT

MAXIMIZING PRODUCTIVITY



HIGHWAY

1 SR-710 Gap Closure
New tunnel to close the Route 710 gap from Valley Blvd. to California Blvd. and Pasadena Ave.
Cost: $4.6 billion Year of Completion: 2020

2 High-Desert Corridor
New tolled freeway from I-5 to US-395
Cost: $7.0 billion Year of Completion: 2030

3 CETAP Corridor A
New tolled freeway connecting Western Riverside County and Orange County
Cost: $11.9 billion Year of Completion: 2035

4 Dedicated Lanes for Clean Technology Trucks*
New lanes along I-710 from Long Beach to Intermodal Railroad Yards in Commerce/Vernon
Cost: $8.2 billion Year of Completion: 2020

*Key Goods Movement Project

Notes: All figures shown are in nominal dollars.
Project completion year represents the Plan network year for which the project was analyzed for the RTP modeling and regional emissions analysis.

REGIONAL STRATEGIES

TRANSIT

5 High-Speed Regional Transport System–Freight Spur*
New freight system from Ports of LA/LB to Hobart Yard
Cost: $17.9 billion Year of Completion: 2020

6 Metrolink Extensions in San Bernardino and Riverside Counties
New extensions on the San Bernardino Line from 4th St./Mt. Vernon to Redlands; and the Perris Valley Line from Riverside to Perris, Perris to San Jacinto, and Perris to Temecula
Cost: $1.4 billion Year of Completion: All by 2030

7 Metro Rail Extensions–Gold, Green, and Purple Lines
New extensions of the Gold Line from Pasadena to Azusa-Citrus, Azusa-Citrus to Montclair; the Green Line to LAX; and the Purple Line from Wilshire/Western to La Cienega
Cost: $3.8 billion Year of Completion: All by 2030

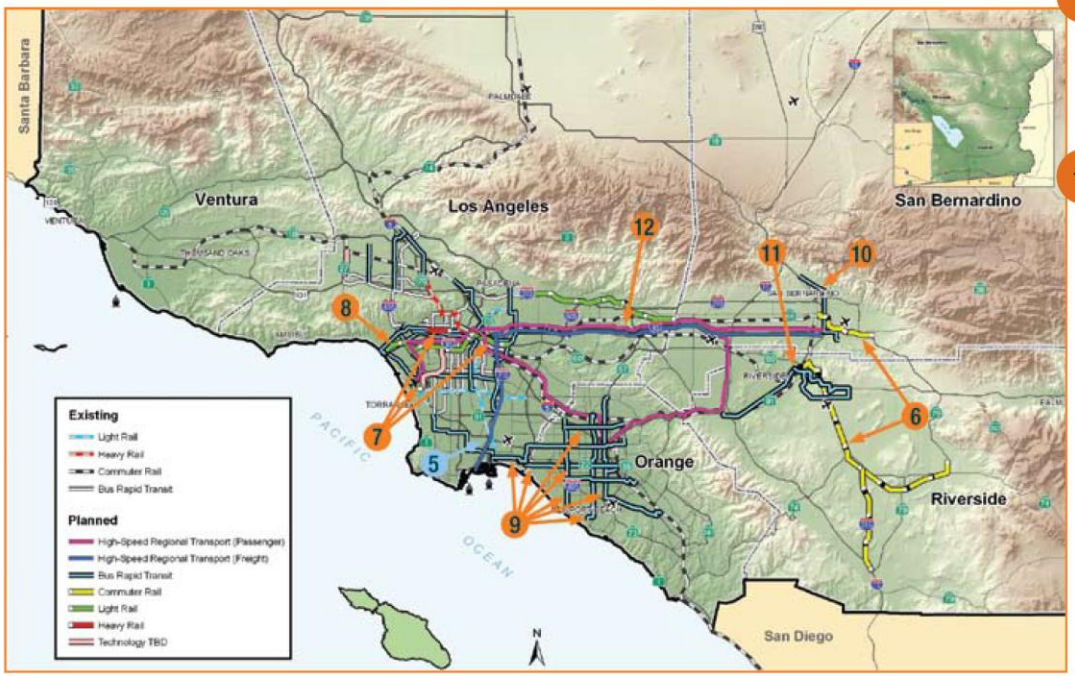
8 Metro Expo Line
New light rail line from Downtown LA to Culver City, and Culver City to Santa Monica
Cost: $2.5 billion Year of Completion: Both phases by 2018

9 Orange County Bus Rapid Transit (BRT)
New BRT lines with signal priority from Brea Mall to the Irvine Transportation Center; on Harbor; Westminster/17th; Katella; Edinger; Beach; and La Palma
Cost: TBD Year of Completion: All lines by 2018

10 San Bernardino County Bus Rapid Transit (BRT)
New E Street Transit Corridor from San Bernardino to Loma Linda
Cost: $253 million Year of Completion: 2018

11 Riverside County Bus Rapid Transit (BRT)
Moreno Valley BRT from Corona to Moreno Valley with signal priority and automated travel information at 15 bus stops; and new Coachella Valley BRT on Highway 111
Cost: $22.7 million Year of Completion: 2018

12 High-Speed Regional Transport System–Passenger System
New high-speed system connecting LAX, West LA, LA Union Station, West Covina, Ontario Airport, and Anaheim for faster people movement and to support regional airport decentralization
Cost: $33.1 billion Year of Completion: 2020



*Key Goods Movement Project

Notes: All figures shown are in nominal dollars.
Project completion year represents the Plan network year for which the project was analyzed for the RTP modeling and regional emissions analysis.

Exhibit 83: Regional Strategies (Part 2)

Compass Blueprint

The SCAG Compass Blueprint Growth Vision is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision encourages:

- Focusing growth in existing and emerging centers and along major transportation corridors.
- Creating significant areas of mixed-use development and walkable communities.
- Targeting growth around existing and planned transit stations. And,
- Preserving existing open space and stable residential areas.

The outcome of the growth visioning process has, in the short term, found common ground in a preferred vision for growth and has incorporated it into immediate housing allocation and transportation planning decisions. In the long term, it is a framework that will assist local jurisdictions address growth management and coordinate land use and transportation planning.[25]

[25] *Southern California Compass, Growth Vision Report, June 2004*

Congestion Management Program

Enacted in 1990, Government Code 65089 states that a congestion management program shall be developed, adopted, and updated biennially, consistent with the schedule for adopting and updating the regional transportation improvement program, for every county that includes an urbanized area, and shall include every city and the county.

San Bernardino Associated Governments (SANBAG) Congestion Management Program (CMP)[26]

The CMP defines a network of state highways and arterials, Level of Service (LOS) standards and related procedures, and provides technical justification for the approach. The decisions reflected in the document are subject to ongoing review through meetings of the Comprehensive Transportation Plan Technical Advisory Committee, its subcommittees, the Plans and Programs Policy Committee, and the SANBAG Board of Directors. The update was approved in 2007.

The CMP Level of service standards apply to AM and weekday peak-hours, except in areas such as Big Bear Lake, where average traffic peaks occurring on weekends will be used. For the CMP roadway system, the level of service standard shall be "E" for all segments and intersections except those designated as LOS "F."

Riverside County Transportation Commission Congestion Management Program (CMP)[27]

In its role as the county's Congestion Management Agency, RCTC prepares and periodically updates the county's CMP to focus on meeting federal Congestion Management System guidelines. The current CMP was adopted by RCTC in March 2010.

RCTC's adopted minimum LOS threshold is "E", therefore, when a CMP street or highway segment falls to "F", a deficiency plan is required.

[26] *SANBAG Congestion Management Plan, 2007 Update, Chapter 2, Section 2.G CMP LEVEL OF SERVICE STANDARDS*
[27] *2007 Riverside County Congestion Management Program, December 2007, Executive Summary*

Performance Standards

Performance measurement is the process whereby an organization establishes the parameters within which programs, investments, and acquisitions are reaching the desired results. This process of measuring performance often requires the use of statistical evidence to determine progress toward specific defined organizational objectives. The fundamental purpose behind measures is to improve performance. Following is a listing and description of State and regional performance measures for the provision of transportation facilities and services.

Caltrans Strategic Plan 2007-2012 Performance Measures

Since 2005, the Department has been reporting a select set of performance measures. The quarterly reports include a "vital few" performance measures, represented by Dashboard Indicators, that the Department has identified as reflecting the goals and objectives in its Strategic Plan. In addition to the "vital few" performance measures, other performance measures have been developed to guide the Department in its efforts to implement its five-year Strategic Plan as well as its annual Operation Plan. The baseline was established using data available during the spring of 2007.

The report consists of two major sections:

- Key Dashboard Indicators for the performance measures that the Department has identified as Strategic Plan and/or Operation Plan components (Appendix C).
- Data points spanning multiple quarters covering calendar and/or fiscal years are used as a management tool to track trends and monitor progress. This allows adjustments to be made for the achievement of strategic goals and objectives.

Level of Service Criteria

Design capacity is the maximum volume of traffic for which a highway can provide a selected level of service[28]. Design capacity varies with a number of factors including:

- Level of service selected.
- Width of lanes.
- Presence or absence of shoulders.
- Grades.
- Horizontal alignment.
- Operating speed.
- Lateral clearance.
- Side friction generated by parking, driveway, intersections, and interchanges.
- Volumes of trucks, buses, recreational vehicles, bicycles and pedestrians.
- Spacing and timing of traffic signals.

[28] *HDM, Topic 102 Highway Capacity, Section 102.1 Design Capacity*

SCAG RTP Plan Performance

Plan Investment Performance[29]

The table below summarizes the goals and the related performance outcomes as presented in the 2008 RTP. One or more performance measures were developed for each of the outcomes to quantify the Plan's performance.

Exhibit 84: 2008 Regional Transportation Plan Goals and Performance Outcomes

RTP Goals	Mobility	Accessibility	Reliability	Productivity	Safety	Sustainability	Preservation	Cost-Effectiveness	Environmental	Environmental Justice
Maximize mobility and accessibility for all people and goods in the region	✓	✓						✓		✓
Ensure travel safety and reliability for all people and goods in the region	✓		✓		✓					
Preserve and ensure a sustainable regional transportation system						✓	✓		✓	✓
Maximize the productivity of our transportation system	✓			✓						
Protect the environment, improve air quality and promote energy efficiency						✓			✓	✓
Encourage land use and growth patterns that complement our transportation investments and improve the cost-effectiveness of expenditures	✓	✓							✓	
Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies*										

* SCAG does not yet have an agreed-upon security performance measure; therefore, it is not included in this table.

The measurements (year 2035) compare the performance of the Plan to both the Base Year (2003) and the Baseline scenario for 2035. The baseline represents an assumed build condition including, only projects under construction or right-of-way acquisition and projects that have completed the National Environmental Policy Act (NEPA) process or projects identified in the first year of the previous RTP. The data for the analysis is based on the SCAG Regional travel demand model.

[29] *2008 RTP, Chapter 5*

FUTURE CONDITIONS

The Inland Empire (IE), encompassing both Riverside and San Bernardino Counties, is the fastest-growing region in a fast-growing state. The Inland Empire in 2015, a study by the Public Policy Institute of California (PPIC)[30], finds that the IE will continue to draw new residents with its affordable housing and job growth. It is projected that the region will outpace the overall growth rate of the state reaching over 6.2 million people by 2035. Nearly half of the region's growth is attributed to people moving in; since 2000 most newcomers have come from other parts of the state and nation – half from Los Angeles County. The region's growth is expected to continue even during the downturn in the nation's housing market and even though the IE posted one of the highest foreclosure rates in the nation.

Job growth has been higher in the region than in the rest of Southern California. However, population gains have outpaced job gains, an imbalance shown by the IE's position as one of the nation's largest commuter communities. In 2006, 30 percent of the residents with a job commuted out of the area. Only Queens and Brooklyn in New York have higher out-of-county commuter rates. Future population gains will outstrip job gains suggesting that the share of workers who commute out of the region will continue and remain high.

Population

The two major factors contributing to population growth are natural increase (births minus deaths) and net foreign immigration (people who move here from foreign countries minus those who move away to foreign countries).[31] The population for Riverside and San Bernardino Counties is projected to increase by 56 percent and 39 percent respectively to a total of 6.2 million, by 2035.

The population growth of Riverside and San Bernardino counties (2 million) nearly equals the growth (2.9 million) of the four other counties (Los Angeles, Orange, Ventura, and Imperial) in the SCAG region. These two Inland Empire counties have over two times the growth of San Diego County (0.8 million).

[30] *Research Brief PPIC, Issue # 119 April 2008*
[31] *Southern California Association of Governments 2008 RTP Growth Forecast Report*

Exhibit 85: 2035 Population Map

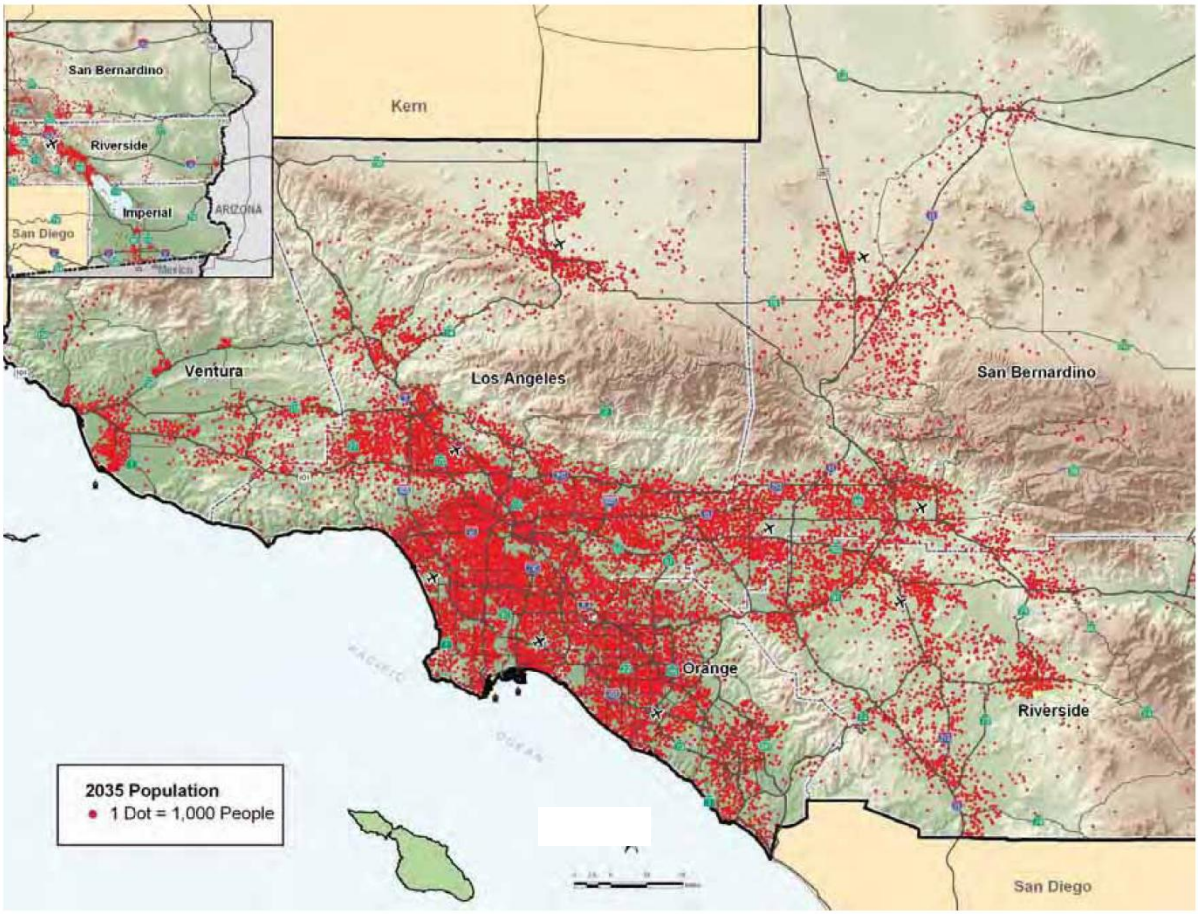


Exhibit 86: 2035 Population Growth by Counties

County	Population in 2010	Population in 2035	Increase	Percent Change
Riverside	2,189,641	3,418,623	1,228,982	56%
San Bernardino	2,035,210	2,838,320	803,110	39%
Total	4,224,851	6,256,943	2,032,092	48%
Los Angeles	9,818,605	11,889,867	2,071,267	21%
Orange	3,010,232	3,576,235	566,003	19%
Imperial	174,528	303,136	128,608	74%
Ventura	823,318	978,978	155,660	19%
Total	13,826,683	16,748,216	2,921,533	21%
SCAG Region Total	18,051,534	23,005,159	4,953,625	27%
San Diego	3,224,432	4,026,131	801,699	35%

Source: Southern California Association of Governments-Local Profiles

Within the region there are five distinct areas among which, have greater population growth rates than others. The five regions are:

1. Victor Valley
2. San Bernardino Valley
3. North Central Riverside County
4. South Western Riverside County
5. Coachella Valley

Exhibit 87: Victor Valley Population*

City	2010 Population	2035 Population	Increase	Percent Change
Adelanto	31,765	68,252	36,487	115%
Hesperia	90,173	132,056	41,883	46%
Victorville	115,903	189,513	73,610	64%
Apple Valley	69,135	112,988	43,853	63%
Total	306,976	502,809	195,833	64%

**Does not include unincorporated areas*

Exhibit 88: San Bernardino Valley Population*

City	2010 Population	2035 Population	Increase	Percent Change
Chino	77,983	115,181	37,198	48%
Colton	52,154	73,266	21,112	40%
Fontana	196,069	257,703	61,634	31%
Loma Linda	23,261	31,886	8,625	37%
Ontario	163,924	329,275	165,351	101%
Rialto	99,171	128,229	29,058	29%
Total	612,562	935,540	322,978	53%

**Does not include unincorporated areas*

Exhibit 89: North Central Riverside County Population*

City	2010 Population	2035 Population	Increase	Percent Change
Banning	29,603	61,799	32,196	109%
Beaumont	36,877	79,311	42,434	115%
Calimesa	7,879	25,786	17,907	227%
Hemet	78,657	135,440	56,783	72%
Moreno Valley	193,365	255,102	61,737	32%
San Jacinto	44,199	83,202	39,003	88%
Total	390,580	640,640	250,060	64%

**Does not include unincorporated areas*

Exhibit 90: South Western Riverside County Population*

City	2010 Population	2035 Population	Increase	Percent Change
Lake Elsinore	51,821	95,021	43,200	83%
Menifee	77,519	119,332	41,813	54%
Murrrieta	103,466	128,118	24,652	24%
Perris	68,386	113,962	45,576	67%
Temecula	100,097	120,984	20,887	21%
Wildomar	32,176	52,210	20,034	62%
Total	433,465	629,627	196,162	45%

**Does not include unincorporated areas*

Exhibit 91: Coachella Valley Population*

City	2010 Population	2035 Population	Increase	Percent Change
Cathedral City	51,200	72,768	21,568	42%
Coachella	40,704	154,441	113,737	279%
Desert Hot Springs	25,938	62,089	36,151	139%
Indian Wells	4,958	5,998	1,040	21%
Indio	76,036	120,365	44,329	58%
La Quinta	37,467	52,975	15,508	41%
Palm Desert	48,445	66,356	17,911	37%
Palm Springs	44,552	59,602	15,050	34%
Rancho Mirage	17,218	31,694	14,476	84%
Total	346,518	626,288	279,770	81%

**Does not include unincorporated areas*

Employment

With vast tracts of available open and undeveloped land throughout San Bernardino and Riverside Counties, development for employment sectors such as commercial/retail, industrial, and services is anticipated. Employment is projected to increase 141 percent and 96 percent between 2003 to 2035 for Riverside and San Bernardino Counties, respectively. Riverside County is projected to add 645,354 jobs and San Bernardino County will add 471,195 jobs.

When compared to the rest of the SCAG region (Los Angeles, Orange, Imperial, and Ventura Counties) the combined employment growth for Riverside and San Bernardino Counties is almost equal. The job growth in the two inland counties more than doubles the job growth in San Diego County. Although employment projections are higher the current trend of commuters seeking higher paying jobs outside the region is anticipated to continue.

Exhibit 92

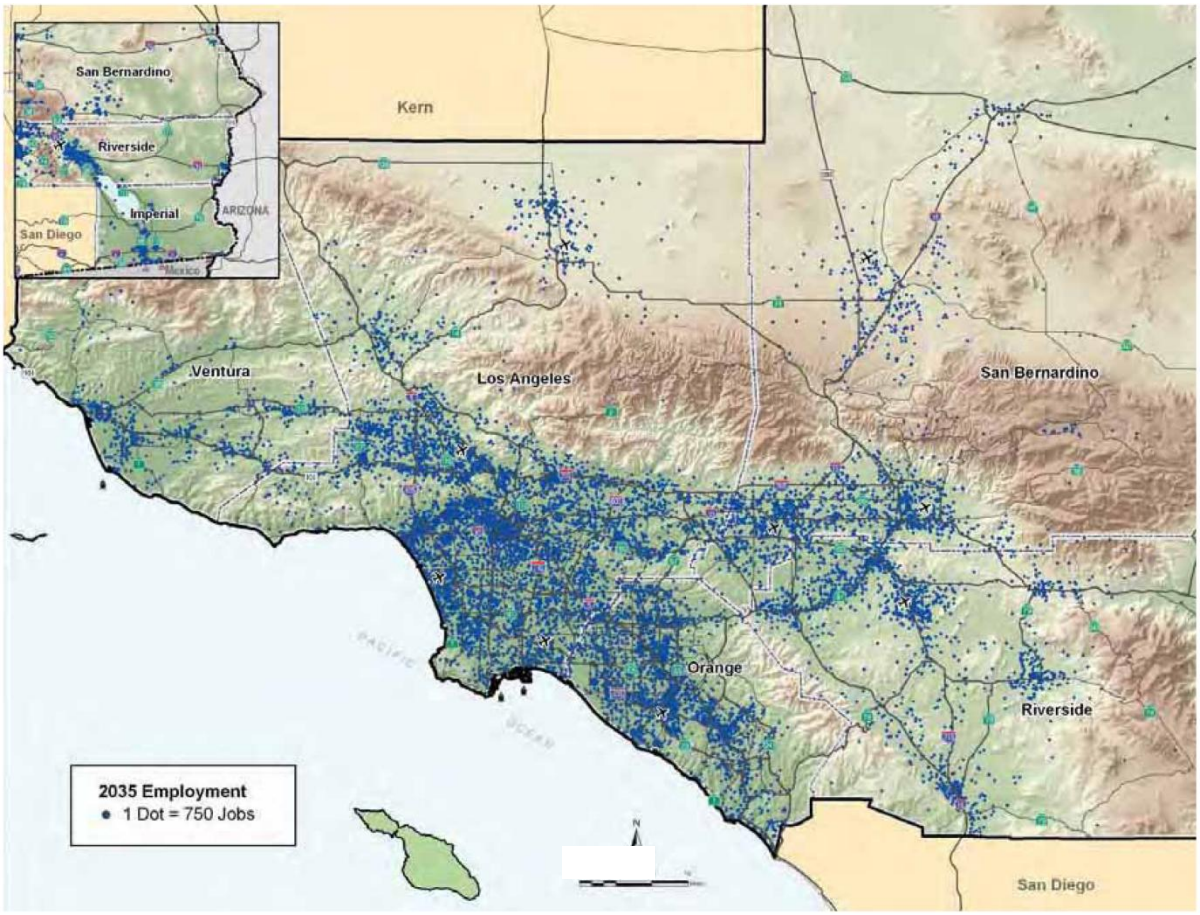


Exhibit 93: Employment Growth by Counties

County	Employment in 2010	Employment in 2035	Increase	Percent Change
Riverside	586,234	1,231,588	645,354	110%
San Bernardino	640,497	1,111,692	471,195	74%
Total	1,226,731	2,343,280	1,116,549	91%
Los Angeles	4,123,262	5,007,014	883,752	21%
Orange	1,490,318	1,838,018	347,700	23%
Imperial	58,687	117,756	59,069	101%
Ventura	325,672	429,584	103,912	32%
Total	5,997,939	7,392,372	1,394,433	23%
SCAG Region Total	10,121,201	12,399,386	2,278,185	23%
San Diego[32]	1,449,349	1,913,682	464,333	32%

Source: Southern California Association of Governments 2008 RTP Growth Forecast Report

As identified in the section for population growth, the five distinct regions which have greater employment growth are listed below. Identifying these regions helps determine which transportation facilities require attention and improvements.

Exhibit 94: Victor Valley Employment*

City	2010 Employment	2035 Employment	Increase	Percent Change
Adelanto	4,871	11,153	6,282	129%
Hesperia	13,889	30,263	16,374	118%
Victorville	31,147	70,000	38,853	125%
Apple Valley	14,479	23,663	9,184	63%
Total	64,386	135,079	70,693	110%

**Does not include unincorporated areas*

Exhibit 95: San Bernardino Valley Employment*

City	2010 Employment	2035 Employment	Increase	Percent Change
Chino	42,670	70,847	28,177	66%
Colton	22,301	30,733	8,432	38%
Fontana	43,762	72,288	28,526	65%
Loma Linda	17,415	34,275	16,860	97%
Ontario	102,678	225,794	123,116	120%
Rialto	20,837	34,249	13,412	64%
San Bernardino**	94,171	152,068	57,897	61%
Total	343,834	620,254	276,420	80%

**Does not include unincorporated areas*
***City not included in Population and or Housing Growth*

[32] SANDAG: Population increase is based on 2004 and 2030. 2030 Regional Growth Forecast Update

Exhibit 96: North Central Riverside County Employment*

City	2010 Employment	2035 Employment	Increase	Percent Change
Banning	7,224	16,593	9,369	130%
Beaumont	4,680	14,090	9,410	201%
Calimesa	1,669	4,499	2,830	170%
Hemet	24,318	54,302	29,984	123%
Moreno Valley	30,001	66,642	36,641	122%
San Jacinto	5,148	11,226	6,078	118%
Total	73,040	167,352	94,312	129%

**Does not include unincorporated areas*

Exhibit 97: South Western Riverside County Employment*

City	2010 Employment	2035 Employment	Increase	Percent Change
Lake Elsinore	9,228	20,836	11,608	126%
Murrrieta	15,562	28,273	12,711	82%
Perris	13,044	27,338	14,294	110%
Temecula	41,497	74,134	32,637	79%
Total	79,331	150,581	71,250	90%

**Does not include unincorporated areas*

Exhibit 98: Coachella Valley Employment*

City	2010 Employment	2035 Employment	Increase	Percent Change
Catheral City	12,462	25,828	13,366	107%
Coachella	5,891	12,513	6,622	112%
Desert Hot Springs	3,172	7,117	3,945	124%
Indian Wells	3,540	6,072	2,532	72%
Indio	18,881	41,319	22,438	119%
La Quinta	8,466	16,823	8,357	99%
Palm Desert	33,639	59,913	26,274	78%
Palm Springs	33,113	52,984	19,871	60%
Rancho Mirage	9,677	29,232	19,555	202%
Total	128,841	251,801	122,960	95%

**Does not include unincorporated areas*

Housing

As population and employment are projected to increase, the number of households is projected to experience growth in tandem. With this steady rise, construction of single-family and higher density residential dwelling units will be in demand to accommodate the greater Los Angeles region's housing needs. Households are projected to increase 65 percent for Riverside County and 40 percent for San Bernardino County.

When compared to Los Angeles, Orange, Imperial, and Ventura Counties, the combined household growth for Riverside and San Bernardino Counties is nearly equal. The combined household growth for 2035 for both counties is 53 percent or a total of 692,417 people. The growth in the number of households for the two inland counties slightly exceeds growth in San Diego County.

Exhibit 99: Households Growth by Counties

County	Households in 2010	Households in 2035	Increase	Percent Change
Riverside	686,260	1,132,512	446,252	65%
San Bernardino	611,618	857,783	246,165	40%
Total	1,297,878	1,990,295	692,417	53%
Los Angeles	3,241,204	3,848,649	607,445	19%
Orange	992,781	1,091,642	98,861	10%
Imperial	49,126	94,701	45,575	93%
Ventura	266,920	320,449	53,529	20%
Total	4,550,031	5,355,441	805,410	18%
SCAG Region Total	5,847,909	7,345,736	1,497,827	26%
San Diego	2,874,710	3,873,175	998,465	35%

Source: Southern California Association of Governments 2008 RTP Growth Forecast Report

The regions projected to experience the highest household growth are consistant with the population and employment increases. Listed below are the five distinct regions which, have greater household growth.

Exhibit 100: Victor Valley Households*

City	2010 Households	2035 Households	Increase	Percent Change
Adelanto	7,809	17,687	9,878	126%
Hesperia	26,431	40,017	13,586	51%
Victorville	32,558	58,313	25,755	79%
Apple Valley	23,598	36,937	13,339	57%
Total	90,396	152,954	62,558	69%

**Does not include unincorporated areas*

Exhibit 101: San Bernardino Valley Households*

City	2010 Households	2035 Households	Increase	Percent Change
Chino	20,772	29,164	8,392	40%
Colton	14,971	21,550	6,579	44%
Fontana	49,116	66,174	17,058	35%
Loma Linda	8,764	12,624	3,860	44%
Ontario	44,931	90,090	45,159	101%
Rialto	25,202	35,555	10,353	41%
Total	163,756	255,157	91,401	56%

**Does not include unincorporated areas*

Exhibit 102: North Central Riverside County Households*

City	2010 Households	2035 Households	Increase	Percent Change
Banning	10,838	23,155	12,317	114%
Beaumont	11,801	26,155	14,354	122%
Calimesa	3,314	10,961	7,647	231%
Hemet	30,092	59,920	29,828	99%
Moreno Valley	51,592	72,814	21,222	41%
San Jacinto	13,152	29,518	16,366	124%
Total	120,789	222,523	101,734	84%

**Does not include unincorporated areas*

Exhibit 103: South Western Riverside County Households*

City	2010 Households	2035 Households	Increase	Percent Change
Lake Elsinore	14,788	29,887	15,099	102%
Murrrieta	32,749	41,516	8,767	27%
Perris	16,365	30,928	14,563	89%
Temecula	31,781	37,171	5,390	17%
Total	95,683	139,502	43,819	46%

**Does not include unincorporated areas*

Exhibit 104: Coachella Valley Households*

City	2010 Households	2035 Households	Increase	Percent Change
Catheral City	17,047	25,047	8,000	47%
Coachella	8,998	34,750	25,752	286%
Desert Hot Springs	8,650	22,507	13,857	160%
Indian Wells	2,745	3,449	704	26%
Indio	23,378	34,876	11,498	49%
La Quinta	14,820	18,569	3,749	25%
Palm Desert	23,177	31,434	8,257	36%
Palm Springs	22,746	30,469	7,723	34%
Rancho Mirage	8,829	16,559	7,730	88%
Total	130,390	217,660	87,270	67%

**Does not include unincorporated areas*

Traffic Management

District 8 plans to add additional Traffic Management elements to the State Highway System in the future. Future improvements include additional detection, changeable message signs, and other ITS elements. The table below lists programmed and proposed improvements to the District 8 State Highway System. The full list can be found in Appendix "H".

Exhibit 105: District 8 Traffic Management System Programmed and Proposed Improvements

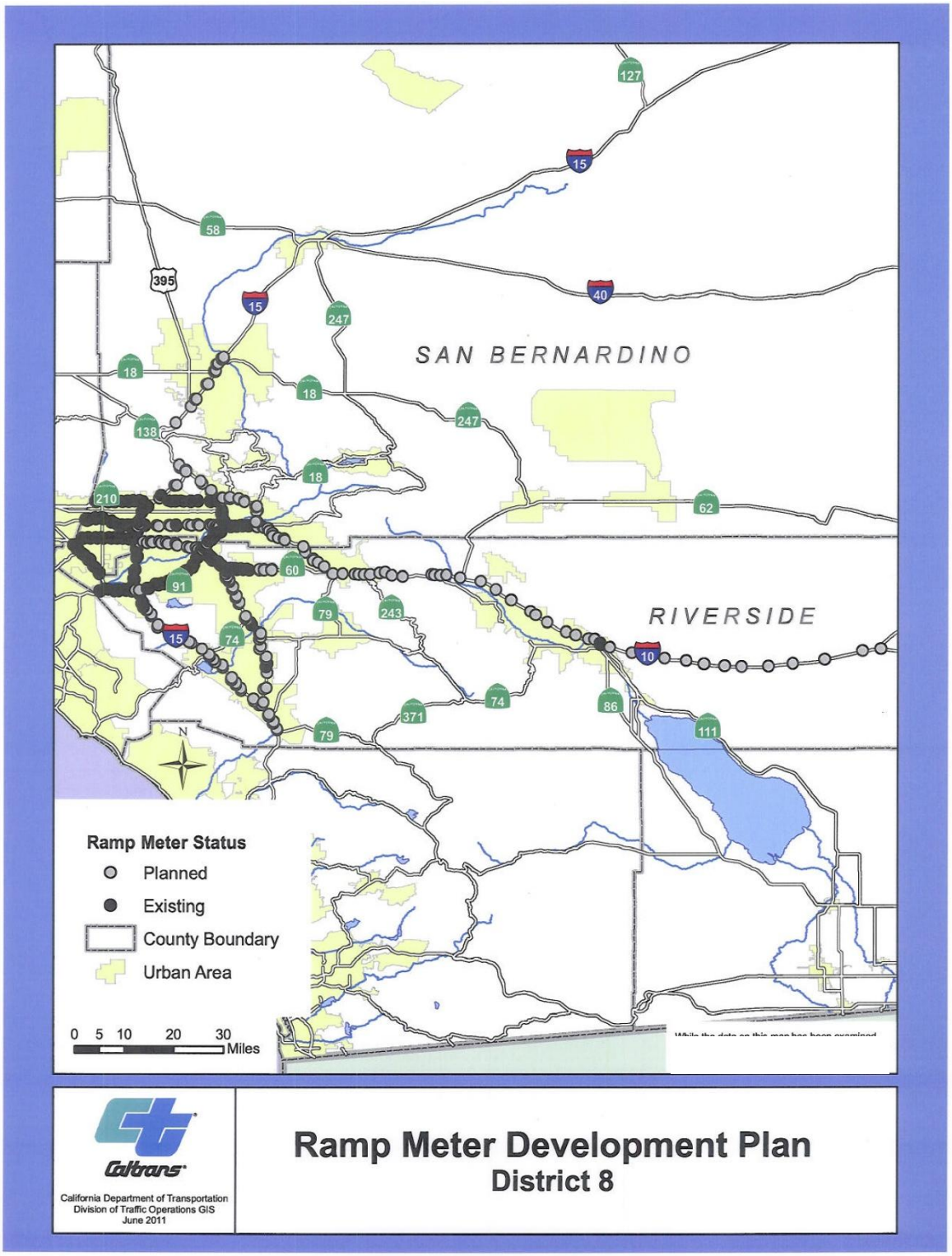
Elements	Number of Elements
Closed Circuit TV Cameras	324
Fixed Chamgeable Message Signs	72
Fixed Highway Advisory Radio	11
Weather Information Systems*	5
Fiber Optics Communications (Miles)	213
Metered Ramp Locations	238
Detection Stations **Total**	411
Detection – mainline + ramps	238
Detection – mainline only	173

Source: Caltrans Tranpsortation Management System Elements Web Database
*Includes Roadway Weather Information Systems (RWIS), visibility sensors, and Environmental Sensing Units (ESU)

Ramp Metering Development Plan July 2011

In July 2011, Caltrans completed a draft Ramp Metering Development Plan (RMDP). The draft plan identifies all ramp meter locations that are either currently in operation or are planned for operation within the next ten years. The RMDP is scheduled for signature by October. District 8 uses ramp metering to maximize the use of the freeway capacity and to optimize mobility through the freeway system. The map below shows all planned and existing ramp meters within District 8. The draft RMDP can be found in Appendix "I".

Exhibit 106


SAN BERNARDINO
RIVERSIDE
Ramp Meter Status
Planned
Existing
County Boundary
Urban Area
0 5 10 20 30
Miles
Caltrans
California Department of Transportation
Division of Traffic Operations GIS
June 2011
Ramp Meter Development Plan
District 8

Mass Transit

Transit Plans

Transit funding and operating agencies prepare Short Range Transit Plans (SRTP) or Long Range Transit Plans (LRTP) to identify agency's vision and goals for the implementation of future capacity improvement projects and programs. Collectively, these plans from the various transit services agencies create the long-term vision for how these services will be expanded, maintained, and improved.

San Bernardino County

A Long Range Transit Plan that analyzed several alternatives was completed in 2009 by SANBAG. The goal of the LRTP is to provide the best possible transit network for San Bernardino County. The LRTP divided the County into three transit regions: San Bernardino Valley, Victor Valley, and Rural Transit Operators.

For the San Bernardino Valley, SANBAG recommended the Sustainable Land Use Alternative which provides greater annual boardings and serves more passenger miles than the other alternatives considered. This alternative also affords opportunities to implement provisions of SB 375 and promote economic development. Not all of the projects identified under this alternative are fully funded, but it is anticipated that these projects are likely to be funded in future updates of the LRTP as other funding sources become available. Below is a list of Bus Rapid Transit projects included in the LRTP.

Exhibit 107: Long-Range Transit Plan Projects

Funded Corridors	Capital Costs ($ Millions)	Potential Implementation
E Street Corridor (to California)	$241.9	2012
Foothill Boulevard East	$215.3	2015-2025
Holt Avenue/4th Street	$208.4	2025-2035
Euclid Avenue to Corona	$180.0	2025-2035
Total	$845.6	

Unfunded Corridors	Capital Costs ($ Millions)	Potential Implementation
San Bernardino Avenue	$119.2	2025-2035
Foothill Boulevard West	$166.2	2025-2035
Grand/Edison Avenues	$179.4	2035-2045
Sierra Avenue	$79.0	2035-2045
Riverside Avenue	$174.2	2035-2045
Haven Avenue	$109.9	2035-2045
Total	$827.9	

Of three alternatives considered for the Victor Valley the Vision Alternative was selected. This alternative serves the largest number of people, expands existing service, and improves the efficiency of system operations. This alternative falls within the funding projections for the Victor Valley and no shortfalls are expected. A comparison of the alternatives considered is shown below.

Exhibit 108: Victor Valley Alternatives Comparison

Alternatives	Boardings	Passenger Miles	Operating and Maintenance Cost ($ Millions)
Baseline Alternative	4,556	17,109	4.95
Plan Alternative	8,779	45,763	8.25
Vision Alternative	9,445	51,485	8.08

There are four Rural Transit Operators included in the LRTP: Needles Transit Authority (NAT), Morongo Basin Transit Authority (MBTA), Mountain Area Rapid Transit Authority (MARTA), and Barstow Area Transit (BAT). The LRTP projections show a continuation of current services and replacement of capital assets for these operators. Over the span of the LRTP through 2035 only MARTA is projected to run at a budget deficit of approximately $42 million. This deficit may be offset by increased Local Transit Funds (LTF) provided by San Bernardino County.

Foothill Transit

The goal of Foothill Transit is to continue to pursue opportunities to improve its performance during Fiscal Year 2011. The key initiatives for the coming fiscal year include:

- Service Reductions in Line with Projected Operating Revenues
- Ecoliner Service on Line 291
- ARRA-funded Capital Project Completion
- Agency-wide Customer Service Training
- Authorization Advocacy

Foothill Transit Capital Programs through Fiscal Year 2013 include:

- Bus purchases over the next few years, to retire older diesel-fueled coaches and replace them with alternative fueled coaches with the goal of a completely clean-air fleet by the end of fiscal year 2013.
- At the successful conclusion of the demonstration period for the first three all-electric Ecoliner coaches on Line 291, nine additional 35-foot electric vehicles will be procured to convert Line 291 to an all-electric route.

SANBAG Short Range Transit Plan

This SANBAG Short Range Transit Plan (SRTP) funds substantial passenger rail improvements within the San Bernardino Valley. In addition to setting aside SANBAG's share of capital improvements on all three passenger rail lines, SANBAG is also proposing major investments extending passenger rail service from San Bernardino to Redlands and

extending Los Angeles County's METRO Gold Line beyond Azusa to a new terminus in Montclair within the San Bernardino Valley. The sum of all these investments in rail over the next five years is $290,426,000. Of this total, $91,300,000 is expected from the federal New/Small Starts program and $19,606,000 from California State transportation funds.

The SANBAG passenger rail program continues service expansion and investments designed to permit expanded two-way train operation on the San Bernardino Line during the peak period, new service on the Inland Empire Orange County Line, and the Riverside Line and to renew physical assets on the railroad. This passenger rail investment program also initiates major new projects involving the construction of an all-day rail service between San Bernardino and Redlands and the extension of the METRO Gold Line service from Azusa to Montclair.

These investments will conservatively permit average daily weekday ridership to grow 40 percent on the San Bernardino Line by the last year of the SRTP, 85 percent on the Inland Empire Orange County Line and 26 percent on the Riverside Line. Total ridership of these lines will be approximately 30,980 weekday trips.

On the capital side, of the total proposed five-year capital investment of $271.6 million, $110.9 is being sought from discretionary state and federal sources. The remaining $160.7 million are funds under the control of SANBAG. Of these funds $62.1 million are allocated to SANBAG specifically because of the operations of Metrolink trains within the Valley. If Metrolink trains did not operate within the Valley these funds would not be available. These funds include State Transit Assistance Funds and the Federal Transit Administration funds from the Section 5307 and 5309 programs.

Riverside County

The Riverside County Transportation Commission (RCTC) created a Transit Vision for 2019 that includes guiding principles for the development of a vision for transit and rideshare programs in Riverside County as follows:

- Improved mobility and accessibility for Riverside County residents through working together with our transit partners to provide a safe, integrated, multimodal transportation system;
- Performance measures for productivity and cost-effectiveness consistent with the Commission adopted Productivity Improvement Program;
- Air quality, energy efficiency, and economic development initiatives;
- Appropriately leverage Measure "A" funds to supplement existing funds for transportation.
- Allocate Measure "A" and Local Transportation Development funds for the period 2009 – 2019.

Each year, through the Short Range Transit Plan (SRTP) process, transit operating and capital subsidies consisting of federal, state, and local revenues are allocated to eight transit operators providing public transportation in Riverside County. At its June 9, 2010 meeting, the Riverside County Transportation Commission approved the FY 2010/11 - FY2012/13 SRTPs in concept for the cities of Banning, Beaumont, Corona, Riverside, the Commission's Commuter Rail Program, Palo Verde Valley Transit Agency (PVVTA), Riverside Transit

Agency (RTA); and SunLine Transit Agency (SunLine). The SRTPs identify each agency's operating and capital needs, funding sources, consolidated financial plan, and provide the framework required to comply with federal regulations, the Transportation Development Act (TDA), state law, and Commission-adopted guidelines and policies. The SRTPs, which are updated annually, provide a three-year outlook for service improvements, planning activities, and capital programs. As the transportation planning agency, the Commission is responsible for allocation of transit funds, performance monitoring, and operator oversight. The approved SRTPs provide the basis for the Commission's oversight activities to help establish system policy, determine appropriate service goals, and provide management with the necessary information to efficiently operate bus and rail services in the county.

There are no major regional or interregional expansions of bus services planned in the SRTPs. The various agencies plan to continue existing service levels, refine fare structures and replace buses while they improve bus stops, passenger amenities, signage, ADA accessibility, route operational efficiencies, and bus pull outs.

The commuter rail highlights in the SRTP for RCTC include:

- Continuation of existing Metrolink service levels
- Delivery of new coaches to expand service
- Continued engineering and possible start of construction for the Perris Valley Line extension
- An expanded Riverside Downtown Metrolink Layover Facility
- Continuation of the "Green" station rehabilitation plan
- Fare policy changes including a six percent increase

Passenger Air Service

The State Aeronautics Act requires that the California Aviation System Plan (CASP), a multi-element plan prepared by the Division of Aeronautics, include as one of its elements, the Capital Improvement Plan (CIP).[33] The CIP is a ten-year compiled listing of capital projects submitted biennially by airport managers to the Division of Aeronautics for inclusion in the CASP based on general aviation airport master plans or other long-range planning documents. SCAG also prepared a supplemental report addressing the Aviation and Ground Access needs within the Regional Transportation Plan, a long-range transportation plan, involving stakeholders from across the SCAG Region

The SCAG Region's current airport management system is among the most decentralized and complex in the nation.[34] The urban and suburban commercial airports in the six-county region are operated by ten separate governing bodies, ranging from municipal departments (Los Angeles World Airports and Long Beach's Public Works Department), to county agencies (e.g. Orange County's John Wayne Airport), to facilities operated as Joint Powers Authorities (e.g. Bob Hope Airport, operated by the Burbank-Glendale-Pasadena Airport Authority).

In recent years the focus of the Region's airport debate has shifted from finding new airport capacity to better utilization of existing capacity. However, at some point in the future, these airports will ultimately exceed their capacity to accommodate the demand for air services. By 2030, air passenger demand in the SCAG Region is projected to nearly double and air cargo demand to triple.

2035 Air Passenger Allocation for Regional Aviation Demand Scenarios

The 2035 Constrained scenarios represent a vision of the regional airport system assuming no high-speed rail system, no market incentives, and very conservative investments for added flights at new and emerging airports. The 2035 Preferred scenarios represent the willingness on the part of the airlines to invest in new flights at new and emerging airports, and a package of market and ground access incentives. Two Preferred scenarios were modeled, (1) assuming for intra-regional high-speed rail transport (HSRT) and (2) with no HSRT system.[35] High-speed rail access tends to boost demand to airports with available capacity, particularly if it connects to urban demand centers by making trips to those airports much faster, convenient and predictable.

The table below shows the 2035 Air Passenger Allocation for the Southern California Regional Aviation System in Millions of Annual Air Passengers (MAP) for the two Preferred scenarios compared to the allocations of the Constrained scenario.

[33] http://www.dot.ca.gov/hq/planning/aeronaut/documents/2009CASP_CIP2010-2019.pdf
[34] http://www.scag.ca.gov/aviation/pdf/AirportStudy/RegionalAirportManagementStudy.pdf
[35] *SCAG RTP 2008*

Exhibit 109: SCAG 2035 Scenarios			
Airport	**Constrained**	**Preferred without HSRT**	**Preferred with HSRT**
Bob Hope	9.4	9.4	9.4
John Wayne	10.8	10.8	10.8
LAX	78.9	78.9	78.9
Long Beach	3.2	4.2	4.2
March Inland Port	0.6	2.5	2.5
Ontario	31.6	28.8	31.6
Palmdale	2.6	6.3	12.9
Palm Springs	4.1	4.1	4.1
San Bernardino	2.9	3.3	9.4
Southern California Logistics Airport	0.7	2.4	4.0
Region Total	**144.8**	**150.7**	**167.8**

Ground Access Needs

In recent years, California's leaders have recognized the importance of a good airport ground access system in maintaining the state's strong economic base through funding and implementing ground access programs involving all levels of government: federal, state, regional, and local.[36] Not only is good ground access to airports vital to maintaining a strong economic base but it also helps reduce congestion on state facilities and is considered a determining factor in the airport chosen by travelers.

Ground access projects optimize ground transportation to and from airports. Ground access to airports includes improvements to off-airport roadways, state highways, public transit system, passenger shuttle systems, parking lots and other transportation related modes and facilities. In order to meet the demand for future travelers, the following airport ground access improvements affecting only the state highway are being considered within District 8.

March Inland Port (MIP)

- Van Buren Blvd. /I-215 IC improvement.
- Cactus Ave. /I-215 IC improvement.
- Add 1 MF in each direction on SR-60 from 60/215 east IC to Redlands Blvd.

Ontario International Airport (ONT)

- Archibald Ave. /I-10 IC improvement.
- Archibald Ave. /SR-60 IC improvement.
- Euclid Ave. /I-10 IC improvement.
- Euclid Ave. /SR-60 IC improvement.
- Grove Ave. /I-10 IC improvement.
- Grove Ave. /SR-60 IC improvement.
- Haven Ave. /SR-60 IC improvement.

[36] http://www.dot.ca.gov/hq/planning/aeronaut/documents/GroundAccessStudyExecutiveSum.pdf

- Mountain Ave. /SR-60 IC improvement.
- Vineyard Ave. /I-10 IC improvement.
- Vineyard Ave. /SR-60 IC improvement.
- Add 1 MF in each direction on I-15 between I-10 and SR-60.
- Extend the Metro Gold Line from Pasadena to ONT airport

Palm Springs International Airport (PSP)
- Date Palm Dr./I-10 IC improvement.
- Gene Autry Trail/I-10 IC improvement.

San Bernardino International Airport (SBD)
- Waterman Ave./I-10 IC improvement.
- Mill St./I-215 IC improvement.

Southern California Logistics Airport (VCV)
- D St. (National Trails Hwy)/I-15 IC improvement.
- Upgrade US-395 to a 6 lane freeway/4 lane expressway between I-15 and SR-58.
- Add 1 MF in each direction on Air Expressway (High Desert Corridor) from US-395 to National Trails Hwy.

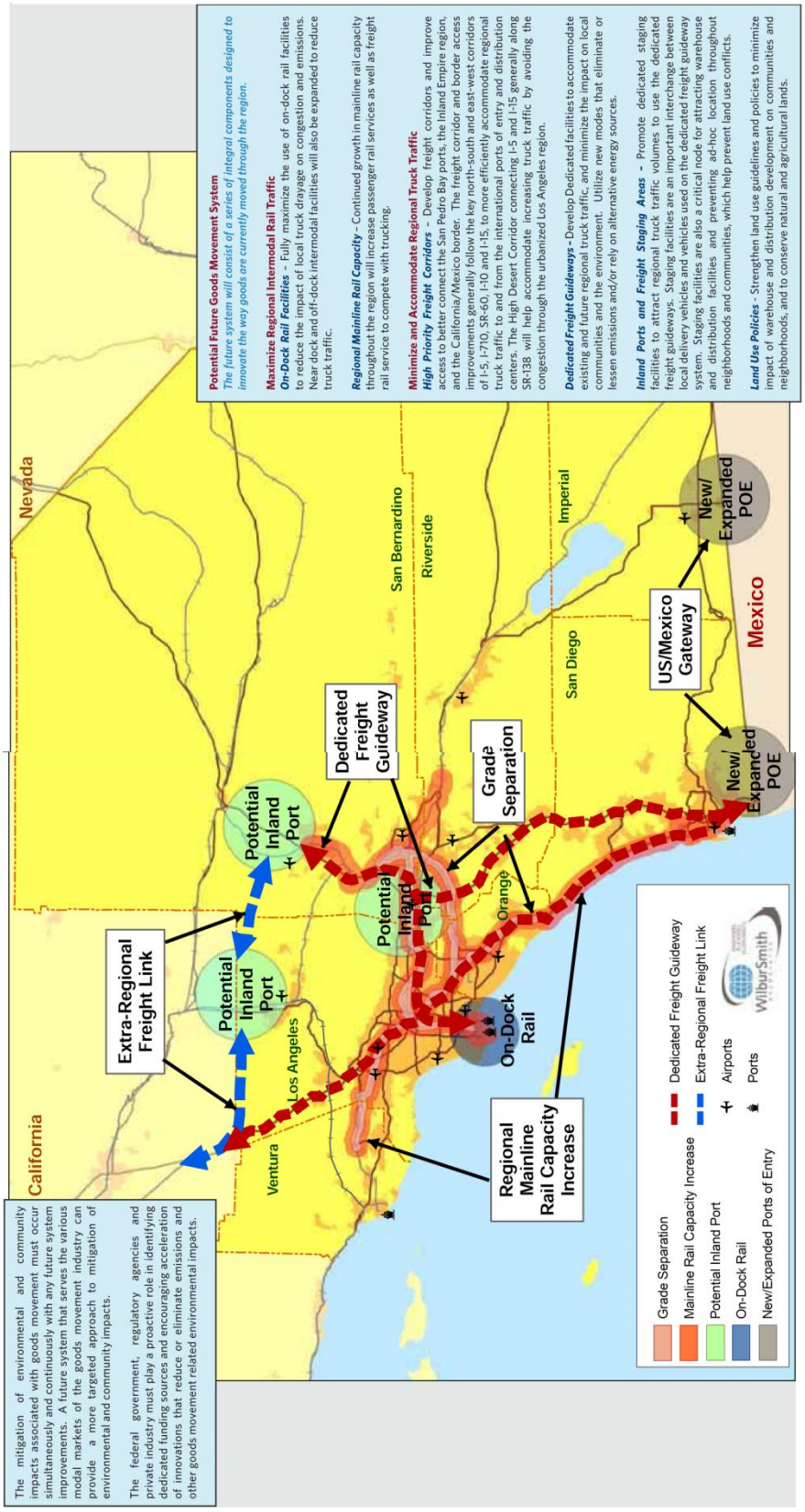
Goods Movement

According to SCAG, the ports of Los Angeles and Long Beach currently handle 40 percent of containers entering the United State and this volume is expected to triple to 43.2 million twenty-foot equivalent units (TEUs) by year 2035. This presents challenges to the region's goods movement highway and rail infrastructure as well as warehouse/industrial capacity to accommodate the anticipated growth. Riverside and San Bernardino Counties are impacted by this growth as the percent of truck VMT increases.

Goods Movement Studies
Various studies are underway to address Goods Movement issues that affect our region:
Department: A "California Freight Mobility Plan," scoping is due to start in fiscal year 2011/2012 and will build upon previous studies such as the Statewide Goods Movement Action Plan of 2007 and will include updated priority project lists.

Multi-county Goods Movement Action Plan (MCGMAP): The 2007 MCGMAP identified specific actions for the SCAG region and San Diego County to address goods movement issues, one of which was to initiate a Regionally Significant Transportation Investment Studies (RSTIS) to evaluate the feasibility of implementing a Dedicated Freight Guideway System/Regional Truck Lanes (I-710 From Port of Long Beach to SR-60; East-West Corridor between I-710 and I-15; and I-15 to Victorville) inclusive of potential non-freeway implementation. A map of a potential future system was identified, see the following exhibit.

Exhibit 110: 2007 MCGMAP Map of Potential System



The above study and recommendations have led to the following SCAG effort.

Southern California Association of Governments (SCAG): SCAG is developing a Comprehensive Regional Goods Movement Plan and Implementation Strategy. The study will look at the application of new technologies and will define a regional goods movement system on or parallel to the state highway system for the SCAG region. This will be called the Regional Clean Truck Lane System which includes I-710, an east-west freight corridor (freeway and non-roadway corridor alignments), and I-15. According to this study, SR-60 and the Union Pacific Railroad alignments serve the largest clusters of warehouse and manufacturing facilities. District 8 would like to see the study area expanded to include other southern California areas served (East/West San Bernardino Valley, Riverside March JPA, and possibly the high desert) and routes such as I-40, SR-58, and US-395 for more comprehensive connectivity as the routes provide significant movement of goods from the ports to the rest of the United States.

Ground

San Bernardino County

Truck volumes are projected to increase in the county with all of the associated effects. Exhibit 111 below shows truck volume growth derived from model runs conducted by SCAG on major freeways from 2008 through 2035. Traffic through the Cajon Pass has become an issue in the region for road transport. Reversible managed lanes along I-15 were studied in the I-15 Comprehensive Corridor Study conducted for SANBAG, Caltrans, and SCAG in 2005 which included recommendations to improve the I-15/I-215 interchange in Devore. The I-15/I-215 interchange is in the project development process at this time, and will include truck bypass lanes. One of the main purposes of this project is to reduce congestion.

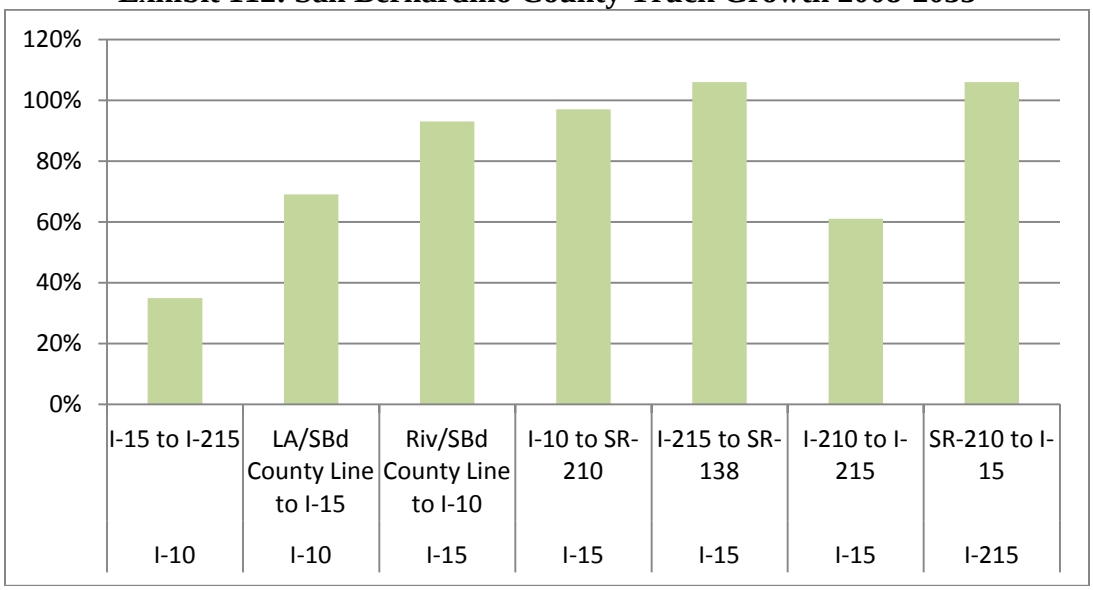
Exhibit 111: San Bernardino 2008 and 2035 Truck Volumes

Route	Segments	2008 Caltrans Truck ADT	SCAG Model 2035 Truck ADT	Percent Change in Daily Truck Volume
I-10	I-15 to I-215	21,904	29,590	35%
I-10	LA/SBd County Line to I-15	16,818	28,410	69%
I-15	Riv/SBd County Line to I-10	17,548	33,835	93%
I-15	I-10 to SR-210	17,703	34,950	97%
I-15	I-215 to SR-138	21,261	43,803	106%
I-15	I-210 to I-215	20,363	32,759	61%
I-215	SR-210 to I-15	6,760	13,949	106%

Source: Caltrans Traffic Counts and SCAG Regional Traffic Model

I-15 between I-210 and SR-138 and I-215 between SR-210 and I-15 show the highest growth in truck volumes. Exhibit 112 below shows truck volume growth from 2008 to 2035 in San Bernardino County.

Exhibit 112: San Bernardino County Truck Growth 2008-2035



Source: Caltrans Traffic Counts and SCAG Regional Traffic Model

Riverside County

As with San Bernardino County, Riverside County truck volumes are expected to increase leading to more issues associated with congestion. Exhibit 113 below provides forecasts of truck volumes derived from model runs conducted by SCAG for 2030. Several routes have segments that show over a 100 percent increase from 2003 to 2030.

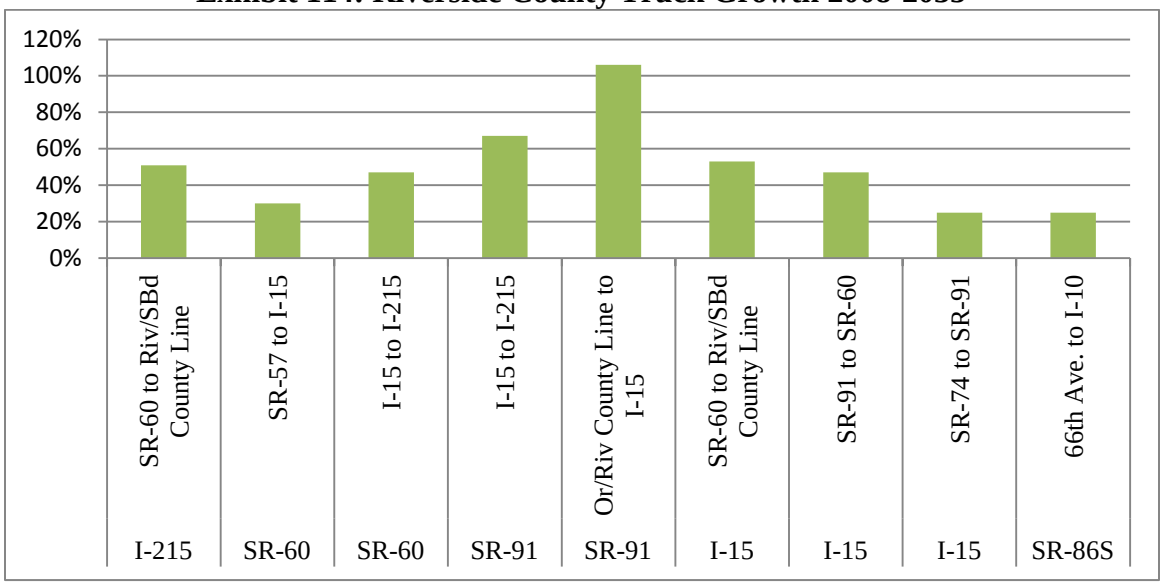
Exhibit 113: Riverside 2008 and 2035 Truck Volumes

Route	Segments	2008 Caltrans Truck ADT	SCAG Model 2035 Truck ADT	Percent Change in Daily Truck Volume
I-215	SR-60 to Riv/SBd County Line	11,463	17,353	51%
SR-60	SR-57 to I-15	27,552	35,720	30%
SR-60	I-15 to I-215	16,477	24,211	47%
SR-91	I-15 to I-215	11,224	18,751	67%
SR-91	Orange/Riv County Line to I-15	15,851	32,732	106%
I-15	SR-60 to Riv/SBd County Line	17,548	26,883	53%
I-15	SR-91 to SR-60	17,169	25,242	47%
I-15	SR-74 to SR-91	13,452	16,851	25%
SR-86S	66th Ave. to I-10	5,673	7,117	25%

Source: Caltrans Traffic Counts and SCAG Regional Traffic Model

SR-91 between the county line and I-15 shows the highest growth in truck volumes. Exhibit 114 below shows truck volume growth from 2003 to 2030 in Riverside County.

Exhibit 114: Riverside County Truck Growth 2008-2035



Mainline Rail

The Inland Empire Railroad Main Line Study projected that the BNSF line segment between Colton Crossing and Barstow will require a minimum of four main tracks by 2025. According to the SCAG RTP, there is also a need for four main tracks on the UP lines between Los Angeles and Riverside/Colton.

The 2008 SCAG RTP lists the following planned projects for regional rail capacity enhancements within District 8.

BNSF's Transcon track capacity improvements include:

- Additional fourth mainline track between Riverside and Colton.

UP's mainline capacity improvements include:

- Additional second main track for West Riverside - Riverside, Riverside - Pedley, and Bon view - Ontario segments; and
- Additional second main track for Pomona - Montclair, and Alhambra, Walnut.
- Colton Crossing is also a capacity enhancement project which involves both BNSF and UP lines. Improvements would provide various public and private sector benefits to the region including: improved operational efficiency resulting from increased speed through the crossing; increased rail network capacity resulting in increased train throughput; economic benefits resulting from increased employment associated with increased throughput at the crossing; environmental benefits due to emissions reductions resulting from elimination of train idling, and enhanced train speeds through the crossing.

Exhibit 115 below shows the 2025 Forecast of Trains per Day by Segment/Line.

Exhibit 115: 2025 Forecast of Trains per Day by Segment

	FACILITY TYPE/PROVIDER					
TRACK SEGMENTS	BNSF	UP	Amtrak	Corridor	Metrolink	Total
BNSF						
Barstow-San Bernardino	131	29	2			162
San Bernardino-Colton	111	29	2		40	182
Colton-West Riverside	111	37	2		40	190
West Riverside-Atwood	111		2		66	179
Atwood-Fullerton	102		2		26	130
Fullerton-Hobart	102		2	32	74	210
Hobart-Redondo	74		2	32	74	182
Atwood-Orange	9				40	49
Fullerton-Orange				32	48	80
Orange-Irvine/San Juan Capistrano/Oceanside/San Diego	9			32	88	129
UP						
East Los Angeles-Pomona (LA Sub)		82			44	126
Pomona-Mira Loma (LA Sub)		30			44	74
Mira Loma-West Riverside (LA Sub)		37			44	74
Pomona-Los Angeles (Alhambra Line)		36	1			37
Pomona-West Colton (Alhambra Line)		112	1			113
Los Angeles-Burbank		18	2	14	78	112
Burbank-Coast Line		12	2	14	36	64
Burbank-Palmdale		6			42	48
Palmdale-Colton		27				27
Colton-El Paso Line		80	1			81
Alameda Corridor						144
Colton Crossing	111	101	3		40	255
Cajon Pass	160	27	2			189

Source: Wilbur Smith Associates, 2006

Exhibit 116 shows the 2025 Peak-Day Rail Traffic for the segments below.

Exhibit 116: Peak-Day Rail Traffic for 2025
(Number of Trains per Day by Segment)

	Atwood-Riverside	Riverside-Colton
BNSF through freight	121	121
Passenger	62	36
UP through freight	--	17
Year 2025 Total	**183**	**174**

Source: "The Los Angeles-Inland Empire Railroad Main Line Advanced Planning Study", Los Angeles County Economic Development Corporation (LAEDC), 2002.
Note: UP volume between Riverside and Colton on the BNSF was updated to 73 trains in the 2005 "Inland Empire Railroad Main Line Study Final Report", prepared for the Southern California Association of Governments (SCAG). Accordingly, total daily trains would reach 230 in 2025 on that segment.

Exhibit 117 below shows the 2025 forecasted rail freight volume for the region.

Exhibit 117

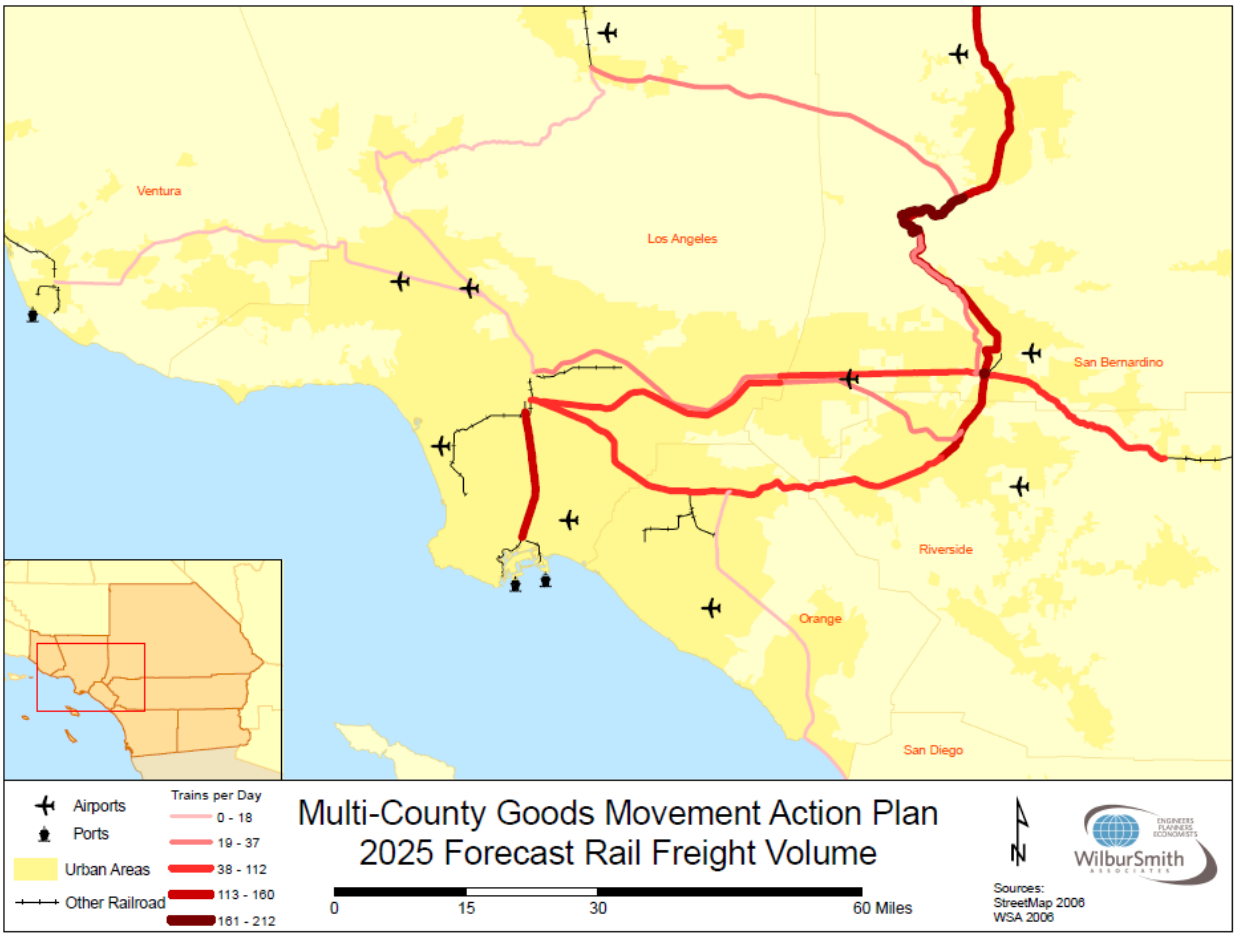


Exhibit 118 Lists the 2008 RTP Planned Projects for Regional Rail Capacity Enhancement for the SCAG Region.

Exhibit 118 Planned Projects for Regional Rail Capacity Enhancement

Rail Capacity Improvements

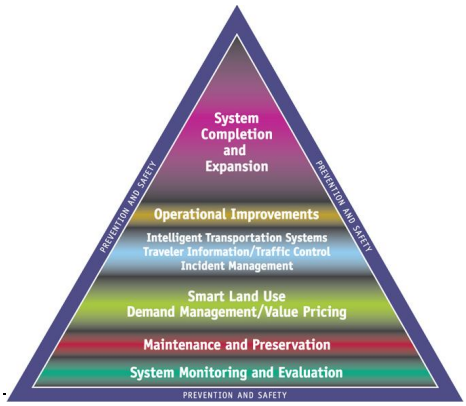
No	Railroad	County	Improvements
1A	BNSF	Orange/Los Angeles	3rd main track, Fullerton(Basta) - City of Commerce (Bandini)
1B	BNSF	Orange/Los Angeles	4th main track, Hobart-Fullerton
2A	BNSF	Orange	3rd main track, Placentia(Atwood) - Yorba Linda(Esperanza), Prado Dam-Riverside, and Highgrove to MP 2.9
2B	BNSF	Orange	3rd main track, Fullerton-Placentia(Atwood)
3	BNSF	Riverside/San Bernardino	4th main track, Riverside-Colton
4	BNSF	Riverside	Flying Junction at Riverside
5	BNSF	San Bernardino	Colton Crossing to Barstow
6	UP	Riverside/San Bernardino	2nd main track, W. Riverside-Riverside (Streeter), Riverside (Arlington)-Pedley, Bon View-Ontario(Tower)
7	UP	Los Angeles	2nd main track, Pomona(Oak)-Montclair (Roselawn)
8	UP	Los Angeles	2nd main track, Alhambra - Walnut
9	UP	San Bernardino	Flying junction of Palmdale Line at West Colton (Rancho)
10	UP	Riverside/San Bernardino	Colton Crossing to Indio
11		San Bernardino	Grade Sep. @ Colton Crossing (Rail to Rail)
12	UP	Los Angeles	Flying junction at Pomona

REGION-WIDE TRANSPORTATION SYSTEM - 2035

Government Code Section 65086 states and policy requires the Department to conduct long-term state highway system planning to identify future highway improvements. As discussed in the Public Policy Institute of California (PPIC) report, population gains in the region have outpaced job gains. It is anticipated that this jobs-housing imbalance will continue. In addition, with the amount of goods that pass through the Ports of Long Beach and Los Angeles traveling through the Inland Empire, the region's transportation system will need significant improvement to accommodate these future demands.

As discussed in previous sections, there are many on-going efforts to implement various initiatives to guide development of the transportation system and land use. These broad strategies focus on changes in land-use densities, demand management and value pricing, intelligent transportation systems, and operational improvements. With all of these "Smart Growth", improved operational efficiency (see 10-year SHOPP Plan), and employment of new technologies strategies in place and their continuing development the transportation system will be able to accommodate more travelers more efficiently than ever before. However, the forecasted growth in population, households, and employment throughout San Bernardino and Riverside counties to 2035 and beyond will create more travel demand than can be accommodated on the transportation system that is projected to be in place. A congested transportation system characterized by severe delays and unreliable travel times is a detriment to regional economic vitality and quality of life.

This section of the Plan evaluates each corridor based on forecasted growth and develops a strategy to mitigate potential deficiencies to the State's Highway System related to the zenith of the pyramid, System Completion and Expansion. The assumption is that a firm base has been established and implemented through other programs and will not be addressed here.



No-Build and 2008 RTP Highway System Operational Levels Of Service

This section compares the performance of the State Highway System under a no-build scenario and with the addition of the 2008 RTP projects. The no-build scenario assumes no capacity improvements to the existing network through 2035. The RTP scenario assumes implementation of the constrained projects list for the 2008 SCAG RTP.

The following maps "2035 Level of Service No Build" and "2008 Regional Transportation Plan 2035 Projects" depict the operating conditions:

LOS D Region-Wide Strategies

Section 102.1 of the Highway Design Manual (HDM) recommends LOS "C-E" for design capacity on state highways in urban areas and LOS "C-D" in rural areas. **Because LOS "E" is characterized by unstable traffic flow, "D" was selected as the minimum acceptable design capacity LOS**. Additionally, in accordance with Section 504.7 of the HDM, a minimum LOS "D" would have to be maintained on the mainline in order to meet the recommended design standard for weaving sections.

As shown in the previous section, segments in the State Highway System do not meet the LOS "D" criterion[37]. The following strategies are used to meet the criterion;

- **Provide More Capacity Through Roadway System Improvements And Expansion**

    - **Widen Highways – Urban Areas**

      The maps on pages 131 and 133 show that by 2035 portions of SR-210, I-10, SR-60, SR-91, I-15, and I-215 will all be widened to ten lanes each and will not afford travelers and commercial vehicles with reliable free-flow travel. Widening these freeways to 12, 14, or more lanes may be feasible. However, to implement the strategy to add capacity through facility expansion, there are many issues that will have to be fully identified and addressed in each of these State highway corridors.

    - **Widen Highways – Rural Areas**

      Travel demand on rural routes is relatively inelastic with travelers having few or no mobility options other than the highway.

      Long expanses of I-10 east of the Coachella Valley, I-15 northeast of Barstow, and US-395 north of Adelanto are projected to operate at inadequate levels of service for rural areas. Additionally, many of the two-lane routes traversing the District's desert and mountainous regions cannot adequately support the forecasted travel demand

- **Employ Use Of Managed Lanes**

  The focus of this strategy is to use the existing transportation system more effectively by providing incentives for travelers to change from single occupant vehicles to more efficient modes such as carpools, vanpools, and transit. The goal of a managed lane project is to reduce congestion durations and locations and to increase the person-throughput on a corridor by increasing vehicle occupancy. Managed lanes include

[37] The concepts are based on a 20 year demand and are not "financially constrained.

High Occupancy Vehicle (HOV) lanes, High Occupancy/Toll (HOT) lanes, and Express Toll lanes.

- **Expand Transit**

Transit operations that currently serve many tens of thousands of people per day in the District's urban transportation corridors provide a complimentary alternative to cars on highways. For people who are unable to drive due to age, physical limitations, or income, transit may be their only viable means of travel.

- **Metrolink Train Services**

  Expansion of Metrolink train service is constrained by the number of slots available on the tracks shared with freight railroads and the storage capacity of stations en route. In order to run more trains with shorter headways Metrolink would require more slots on the freight railways. These slots are in short supply and are very difficult and costly to negotiate with the freight railroads. In order to significantly expand Metrolink service it would be necessary to construct exclusive tracks for the passenger service.

  Providing expanded rail service would also require additional parking spaces for the added riders. Near many of the train stations commercial and residential development has intensified and there is little room for more parking spaces. Some cities, as San Bernardino and Corona have done, will need to construct parking structures at their stations to accommodate the cars for a large volume of train riders.

- **Bus Services**

  Express bus service has the potential to move many more people in a single lane than the other lanes combined. The further development of these services is dependent on ensuring reliable rapid travel for buses and the provision of adequate operating and maintenance resources. In order for express bus service to be attractive to riders and to compete with single occupant vehicles the service must offer consistent travel times that are better than the congested freeway lanes. Effective express bus service will require concurrent development of managed freeway lanes for their use that ensure better travel times than the mixed-flow lanes.

Performance Criteria

For the purposes of analysis, the following definitions are used in order to relatively compare three improvement strategies, mixed-flow lane additions, managed lane additions, and finally, provision of mass transit services.

Within urbanized areas, the three alternatives are defined as follows:

- Mixed-Flow Lane Equivalent (MFE) is defined as the number of mixed-flow lanes necessary to maintain LOS "D" on the main line. A mixed-flow lane operating at LOS "D" accommodates approximately 1,800 vehicles per hour.

- Managed Lanes (ML) is defined as a lane specifically for use by vehicles having an occupancy factor greater than one. Where single-lane improvements are needed to maintain LOS "D", a capacity of 1,650 vehicles per lane (2+ passenger vehicles) is assumed. Where two-lane capacity improvements are needed, the capacity is assumed to be 1,700 vehicles per lane (2+ passenger vehicles).

- Mass Transit (MTR and MTB) is defined as both passenger rail (MTR) and bus (MTB) services. The commuter rail option is applied where commuter rail service currently exists or is planned by 2035 (SR-91, SR-60, I-10, SR-210, I-15 and I-215). Three trains of four-cars each with 144 passengers per car equals 1,728 passengers per hour which is roughly equivalent to one highway lane of traffic at LOS "D". Along highways in urban areas where rail service is not available, the bus alternative is applied. To match the through-put of a mixed-flow lane operating at LOS "D" with bus service would require 45 buses with 40 passengers each per hour.

Within rural areas, the alternatives are defined as follows:

- Mixed-Flow Lane Equivalent (MFE) is defined as the number of mixed-flow lanes necessary to maintain LOS "D" on the main line. A mixed-flow lane operating at LOS "D" accommodates approximately 1,800 vehicles per hour.

- Mass Transit (MTR) improvements are planned for portions of I-15 from the City of Victorville to Las Vegas, Nevada (DesertXpress high-speed rail service) and for SR-330 and SR-18 from City of San Bernardino to the City of Big Bear Lake (Big Bear Modal Alternatives). The DesertXpress is expected to reduce traffic on I-15 from Victorville to Nevada State Line by 1,400 vehicles during the peak hour in the peak direction. The Big Bear Modal Alternatives reduces 270 vehicles on SR-18 and SR-330 in both directions.

Transportation Concepts

The transportation concept is the vision of the Department's basic approach to the development of a given route. The transportation concept defines the type of facility and the number of "through" lanes needed for each state route based on the characteristics of the highway and projected travel demand over an approximate 20-year planning period to maintain the minimum Level of Service (LOS) "D". The objective of this effort is to conduct long-term State Highway System planning to identify future highway improvements and to provide a basis for the development of future highway projects. The following map on page 139 shows the additional lanes needed beyond the 2008 RTP improvements for the system to operate at LOS "D" in 2035. The concepts will be updated when necessary as conditions change or new information is obtained. The following describes the transportation concept facilities for 2035 based on preceding definitions.

Abbreviations used in the following concept tables are as follows:

HOV: High Occupancy Vehicle Lane
IC: Interchange
LOS: Level of Service
MF: Mixed-Flow Lane
MFE: Mixed-Flow Lane Equivalent
ML: Managed Lanes with a buffer
MTB: Mass Transit Bus represents the total number of buses needed to maintain LOS "D" in the peak direction during the morning and afternoon peak hours; 90 MTB is equivalent to the capacity of 2 MFE (45 MTB in the morning peak direction and 45 MTB in the afternoon peak direction)
MTR: Mass Transit Rail represents the total number of passenger trains needed to maintain LOS "D" in the peak direction during the morning and afternoon peak hours; 6 MTR is equivalent to the capacity of 2 MFE (3 MTR in the morning peak direction and 3 MRB in the afternoon peak direction)
OC: Overcrossing
RCTC: Riverside County Transportation Commission
SANBAG: San Bernardino Associated Governments
T: Truck Lane
UC: Undercrossing
V/C: Volume to Capacity Ratio

STATE ROUTE 2 CONCEPT

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ROUTE DESCRIPTION

State Route 2 (SR-2) originates in the City of Santa Monica, Los Angeles County, at its junction with State Route 1 and ends in the County of San Bernardino at its junction with State Route 138. SR-2 is approximately 89 miles in length. In District 8, the route is 6.4 miles in length and lies within the County of San Bernardino.

For purposes of this study, SR-2 is analyzed as one segment. SR-2 is a two-lane conventional highway connecting the rural community of Wrightwood and Mountain High Ski Resort with the Victorville-Hesperia-Apple Valley Urbanized Area to the north and the San Bernardino-Riverside Urbanized Area to the south.

STATE ROUTE 2			
Segment	**County**	**Post Miles**	**Description**
1	SBd	0.0-6.4	Los Angeles/San Bernardino County Line to SR-138

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

Segment	Planned SCAG RTP Facility	LOS D Concept Facility	Additional Lanes Needed
1	2 MF	4 MF	2 MF

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18
N
W
E
S
138
2
Wrightwood
Los Angeles County
San Bernardino County
15
STATE ROUTE 2 SEGMENT MAP
Segment
Description
1.
LA/SBd County Line to SR-138

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SR-2: Segment 1

Segment Limits: LA/SBd County Line to SR-138
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 0.0-6.4
Length: 6.4 miles
Grade Line: Mountainous

CONCEPT – 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
8,100	62%	1,460 (18.0%)	40 (2.4%)	2 MF		2 MF		4 MFE	4 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.62	E	0.62	E	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

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INTERSTATE 10 CONCEPT

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ROUTE DESCRIPTION

As a transcontinental east-west arterial route, Interstate 10 (I-10) stretches from the Pacific Coast to the Atlantic Coast with approximately 2,460 miles of flat and rolling terrain along eight southern States and intersects with most north/south interstate routes[1]. Of that total distance, 244 miles are in the state of California with 196 miles in District 8. Ranging from four mixed-flow lanes to eight mixed-flow lanes plus two high occupancy vehicle lanes, I-10 serves multiple cities and various unincorporated areas of both Riverside and San Bernardino Counties.

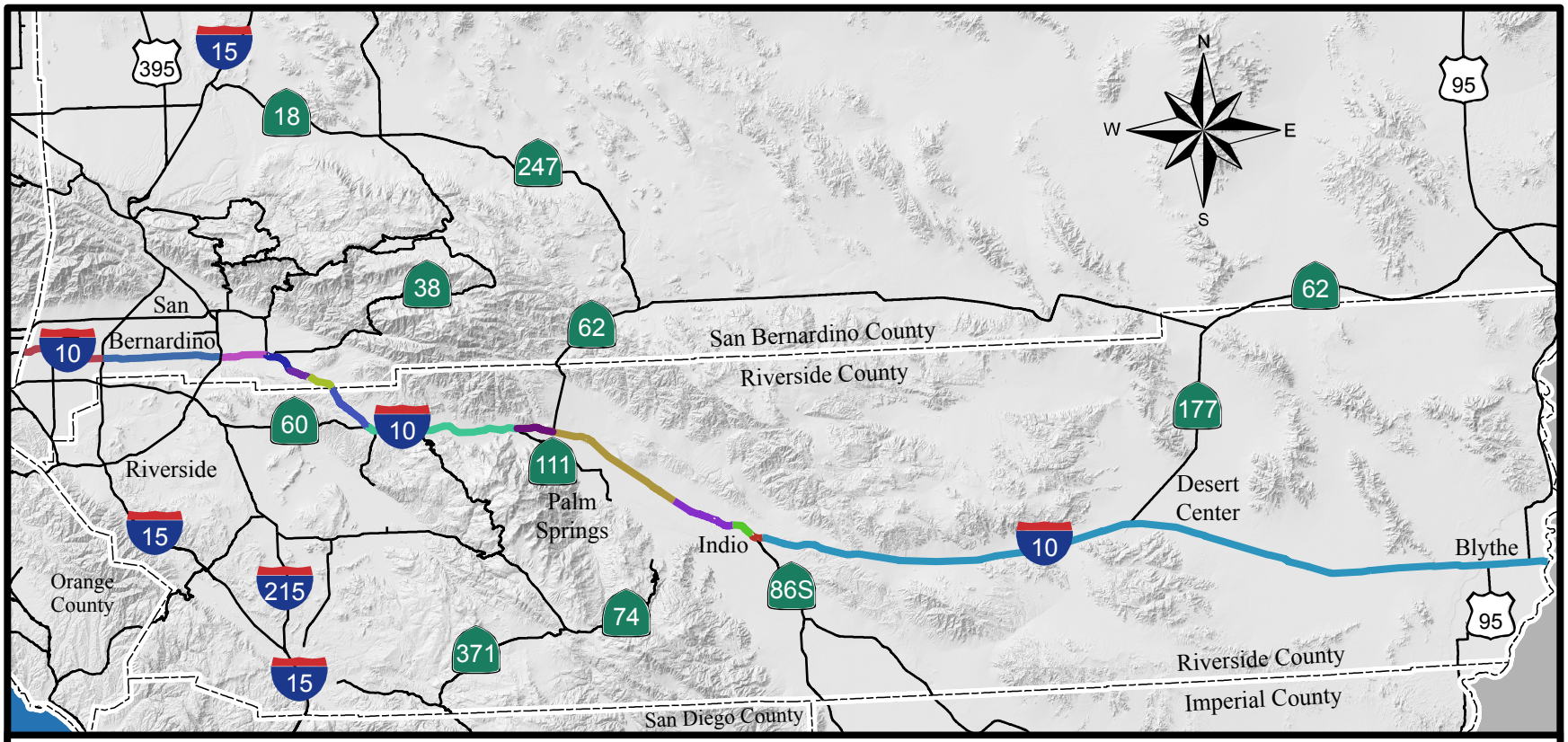
For purposes of this study, I-10 is divided into fourteen segments. Segments 1 through 7 serve significant commuter traffic between the greater Los Angeles area and the more suburban communities in Riverside and San Bernardino Counties. In addition to inter-state and regional travel, Segments 8 through 13 serves commuter traffic within the Coachella Valley and to the urban areas to the west. Segment 14 serves the rural desert area and interstate traffic.

INTERSTATE 10			
Segment	**County**	**Post Mile**	**Description**
1	SBd	0.0-9.9	LA/SBd County Line to I-15
2	SBd	9.9-R24.2	I-15 to I-215
3	SBd	R24.2-29.3	I-215 to SR-210
4	SBd	29.3-33.1	SR-210 to Ford Street
5	SBd	33.1-37.0	Ford Street to Live Oak Canyon Road
6	SBd	37.0-R39.2	Live Oak Canyon Road to SBd/Riv County Line
7	Riv	R0.0-6.7	SBd/Riv County Line to SR-60
8	Riv	6.7-R25.2	SR-60 to SR-111
9	Riv	R25.2-29.7	SR-111 to SR-62
10	Riv	29.7-46.9	SR-62 to Cook Street
11	Riv	46.9-R54.7	Cook Street to Monroe Street
12	Riv	R54.7-R57.8	Monroe Street to SR-86S
13	Riv	R57.8-R58.9	SR-86S to Dillon Road
14	Riv	R58.9-R156.5	Dillon Road to Arizona State Line

[1] *http://www.interstate-guide.com/i-010.html*

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

INTERSTATE 10			
Segment	**Planned SCAG RTP Facility**	**LOS D Concept Facility**	**Additional Lanes Needed**
1	8 MF/2 HOV	10 MF/2 ML	2 MF
2	8 MF/2 HOV	10 MF/2 ML	2 MF
3	8 MF/2 HOV	10 MF/2 ML	2 MF
4	8 MF/2 HOV	10 MF/2 ML	2 MF
5	7 MF/1 T/2 HOV	7 MF/1T/2 ML	-
6	6 MF/2 HOV	8 MF/2 ML	2 MF
7	6 MF/1 T	6 MF/1 T/2 ML	2 ML
8	8 MF	8 MF/2 ML	2 ML
9	8 MF	8 MF/2 ML	2 ML
10	8 MF	8 MF/2 ML	2 ML
11	8 MF	8 MF/2 ML	2 ML
12	8 MF	8 MF	-
13	6 MF	6 MF	-
14	4 MF	4 MF	-



INTERSTATE 10 SEGMENT MAP

Segment	Description
1.	LA/SBD County Line to I-15
2.	I-15 to I-215
3.	I-215 to SR-210
4.	SR-210 to Ford St.
5.	Ford St. to Live Oak Cyn Rd.
6.	Live Oak Cyn Rd. to SBd/Riv Co. Line
7.	SBd/Riv County Line to SR-60
8.	SR-60 to SR-111
9.	SR-111 to SR-62
10.	SR-62 to Cook St.
11.	Cook St. to Monroe St.
12.	Monroe St. to SR-86S
13.	SR-86S to Dillon Rd.
14.	Dillon Rd. to Arizona State Line

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I-10: Segment 1

Segment Limits: LA/SBd County Line to I-15
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: 0.0-9.9
Length: 9.9 miles
Grade Line: Level

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				8 MF/2 HOV		8 MF/2 HOV		Minimum Requirement: 12 MFE	Concept
				V/C	LOS	V/C	LOS	Alternatives	
291,500	52%	19,800 (6.8%)	1,150 (5.8%)	1.04	F	1.04	F	10 MF/2 ML	10 MF/2 ML
								8 MF/2 ML 6 MTR	
								8 MF/2 ML 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	4.1-6.1	Ontario	Ontario	New IC at Grove Ave.
SBd	5.9-6.4	Ontario	Ontario	Reconstruct IC at Vineyard Ave.
SBd	8.2-33.4	Ontario/Redlands	SANBAG	Construct 2 HOV lanes
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	3.0-4.0	Ontario	Ontario	Improve Euclid Ave. IC
SBd	8.2-33.4	Ontario/Redlands	Caltrans	Add auxiliary lane each direction
SBd	9.9	Ontario	Caltrans	S-W and W-S HOV connectors at I-15
SBd	9.9	Ontario	Caltrans	N-W and W-N HOV connectors at I-15
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

I-10: SEGMENT 2

Segment Limits: I-15 to I-215
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: 9.9-R24.2
Length: 14.3 miles
Grade Line: Level

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				8 MF		8 MF/2 HOV		Minimum Requirement	Concept
				V/C	LOS	V/C	LOS	Alternatives	
258,900	51%	19,200 (7.4%)	1,380 (7.2%)	1.17	F	0.98	E	10 MF/2 ML	10 MF/2 ML
								8 MF/2 ML 6 MTR	
								8 MF/2 ML 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	8.2-33.4	Ontario/Redlands	SANBAG	Add HOV lanes/auxiliary lanes
SBd	11.0-12.6	Ontario	SBd Co.	Improve Etiwanda Ave. IC
SBd	12.0-19.8	Fontana/Rialto	Caltrans	Widen exit ramps/auxiliary lanes
SBd	12.3-14.1	Fontana	SBd Co./ SANBAG	Improve Cherry Ave. IC/aux. lanes
SBd	13.7-14.6	Fontana	Fontana	Construct new Beech Ave. IC
SBd	14.8-15.5	Fontana	Fontana/ SANBAG	Improve Citrus IC.
SBd	15.7-15.8	Fontana	Fontana	Construct a new Cypress Ave. OC
SBd	16.9-17.9	Fontana	Fontana	Construct new Alder Ave. IC
SBd	17.8-19.3	San Bernardino	SBd Co.	Improve Cedar Ave. IC/aux. lane
SBd	18.7-20.8	Rialto/Colton	Rialto	Modify Riverside Ave. IC/aux. lanes
SBd	20.1-22.0	Rialto/Colton	SBd Co.	Modify Pepper Ave. IC/aux. lanes
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	9.9	Ontario	Caltrans	S-W and W-S HOV connector atI-15
SBd	9.9	Ontario	Caltrans	N-W and W-N HOV connector at I-10
SBd	24.2	Colton/San Bernardino	Caltrans	S-E and E-S HOV connector at I-15
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

I-10: SEGMENT 3

Segment Limits: I-215 to SR-210

County: San Bernardino

2035 Functional Classification: Freeway
2035 Rural/Urban/Urbanized: Urbanized

Post Miles: R24.2-29.3
Length: 5.1 miles
Grade Line: Level

CONCEPT – 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
				8 MF		8 MF/2 HOV		12 MFE	
				V/C	LOS	V/C	LOS	Alternatives	
267,000	56%	18,400 (6.9%)	1,420 (7.7%)	1.25	F	1.06	F	10 MF/2 ML	10 MF/2 ML
								8 MF/2 ML 6 MTR	
								8 MF/2 ML 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	8.2-33.4	Ontario/Redlands	SANBAG	Add HOV lanes/auxiliary lanes
SBd	25.3-26.3	Loma Linda/San Bernardino	Caltrans	EB aux. lane from Waterman Ave. IC to Tippecanoe Ave. IC; widen EB off
SBd	25.3-27.3	San Bernardino	SANBAG	New Tippecanoe Ave. IC/aux. lanes
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	24.2	Colton/San Bernardino	Caltrans	S-E and E-S HOV connectors at I-215
SBd	27.5-28.5	Redlands	Redlands	California St. IC/ramps improvements
SBd	28.0-29.5	Redlands	Redlands	Alabama St. IC/ramps improvements
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

I-10: SEGMENT 4

Segment Limits: SR-210 to Ford Street
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Mile: 29.3-33.1
Length: 3.8
Grade Line: Rolling

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D Minimum Requirement	LOS D Concept
				8 MF		8 MF/2 HOV		12 MFE	
				V/C	LOS	V/C	LOS	Alternatives	
229,500	55%	16,500 (7.2%)	1,520 (9.2%)	1.19	F	0.98	F	10 MF/2 ML	10 MF/2 ML
								8 MF/2 ML 6 MTR	
								8 MF/2 ML 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Mile	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	8.2-33.4	Ontario/Redlands	SANBAG	HOV lanes/auxiliary lanes
SBd	30.8-33.4	Redlands	SANBAG	Add 1 MF in each direction
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	28.0-29.5	Redlands	Redlands	Improve Alabama St. IC
SBd	33.0-39.2	Redlands/Yucaipa	Caltrans	1 auxiliary lane each direction
SBd	33.0-39.2	Redlands/Yucaipa	Caltrans	1 HOV lane in each direction
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

I-10: SEGMENT 5

Segment Limits: Ford Street to Live Oak Canyon Road
Functional Classification: Freeway
Rural/Urban/Urbanized: Urban

County: San Bernardino
Post Miles: 33.1-37.0
Length: 3.9 miles
Grade Line: Rolling

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
202,200	54%	14,900 (7.4%)	1,340 (9.9%)	7[2] MF/1 T		7 MF/1 T/2 HOV		9 MFE/1 T	7 MF/1 T/2 ML
				V/C	LOS	V/C	LOS	Alternatives	
				0.85	D	0.85	D	7 MF/1 T/2 ML	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	8.2-33.4	Ontario/Redlands	SANBAG	Add 2 HOV lanes/auxiliary lanes
SBd	30.8-33.4	Redlands	SANBAG	Add 1 MF in each direction
SBd	33.3-33.5	Redlands	Caltrans	Improve Ford St. IC
SBd	33.3-36.9	Redlands/Yucaipa	SANBAG	Construct 1 westbound MF lane
SBd	33.8-34.8	Redlands	Caltrans	Reconstruct Wabash Ave. IC
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	33.0-39.2	Redlands/Yucaipa	Caltrans	1 auxiliary lane in each direction
SBd	33.0-39.2	Redlands/Yucaipa	Caltrans	Add HOV lane in each direction
SBd	34.2	Redlands	Redlands	Improve Wabash Ave. IC
SBd	35.3-35.6	Yucaipa	Yucaipa	Widen WB on-ramp/ traffic signal
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

[2] *3 MF lanes, 1 truck climbing lane, and 1 auxiliary lane eastbound from Ford Street to Oak Glen Road and 4 westbound MF lanes (PM 33.3-R37.0).*

I-10: SEGMENT 6

Segment Limits: Live Oak Canyon Road to SBd/Riv Co. Line
Functional Classification: Freeway
Rural/Urban/Urbanized: Urban

County: San Bernardino
Post Miles: 37.0-R39.2
Length: 2.3 miles
Grade Line: Rolling

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				6 MF		6 MF/2 HOV		10 MFE	
				V/C	LOS	V/C	LOS	Alternatives	
187,600	53%	13,700 (7.3%)	1,440 (10.5%)	1.33	F	0.99	E	8 MF/2 ML	8 MF/2 ML
								6 MF/2 ML 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Mile	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	38.0-38.4	Yucaipa	N/A	Improve Wildwood Cyn. Rd. IC
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	33.0-39.2	Redlands/Yucaipa	Caltrans	1 auxiliary lane in each direction
SBd	33.0-39.2	Redlands/Yucaipa	Caltrans	1 HOV lane in each direction
SBd/Riv	38.7-0.5	Calimesa	Calimesa	Improve County Line Rd. IC
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

I-10: SEGMENT 7

Segment Limits: SBd/Riv County Line to SR-60
Functional Classification: Freeway
Rural/Urban/Urbanized: Urban

County: Riverside
Post Miles: R0.0-6.7
Length: 6.7 miles
Grade Line: Rolling

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				6 MF		6 MF/1 T		8 MFE/1 T	
				V/C	LOS	V/C	LOS	Alternatives	
161,100	53%	10,800 (6.7%)	1,100 (10.2%)	1.00	F	1.00	F	6 MF/1 T 2 ML	6 MF/1 T/2 ML
								6 MF/1 T 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	R0.0-R6.7	Calimesa/Beaumont	RCTC/ Caltrans	EB truck climbing lane
Riv	1.5-2.3	Calimesa	Calimesa	Improve Singleton Road IC
Riv	2.7-3.4	Calimesa	Calimesa	Improve Cherry Valley Blvd. IC
Riv	5.0-6.1	Beaumont	Beaumont	Improve Oak Valley Pky. IC
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd/Riv	38.7-0.5 0.0-2.8	Yucaipa/Calimesa	Calimesa	Improve County Line Rd. IC
Riv	6.7	Calimesa	RCTC/ Caltrans	Reconstruct I-10/SR-60 IC
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

I-10: SEGMENT 8

Segment Limits: SR-60 to SR-111
Functional Classification: Freeway
Rural/Urban/Urbanized: Urban

County: Riverside
Post Miles: 6.7-R25.2
Length: 18.5 miles
Grade Line: Level

CONCEPT - 2035 Facility

<table>
<tr><th rowspan="3">ADT</th><th rowspan="3">Dir. Split</th><th rowspan="3">Peak Hour</th><th rowspan="3">Truck Peak Hour</th><th colspan="2" rowspan="2">No-Build</th><th colspan="2" rowspan="2">Planned SCAG RTP</th><th colspan="2">LOS D</th></tr>
<tr><th>Minimum Requirement</th><th>Concept</th></tr>
<tr><td rowspan="5">212,000</td><td rowspan="5">53%</td><td rowspan="5">16,700 (7.6%)</td><td rowspan="5">1,840 (11.0%)</td><td colspan="2">8 MF</td><td colspan="2">8 MF</td><td>10 MFE</td><td rowspan="5">8 MF/2 ML
1 T east end
westbound</td></tr>
<tr><td>V/C</td><td>LOS</td><td>V/C</td><td>LOS</td><td>Alternatives</td></tr>
<tr><td rowspan="2">1.05</td><td rowspan="2">F</td><td rowspan="2">1.05</td><td rowspan="2">F</td><td>8 MF/2 ML</td></tr>
<tr><td>8 MF
90 MTB</td></tr>
</table>

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	11.1-11.6	Banning	Banning	Improve Sunset Ave. IC/railroad grade separation
Riv	17.3-19.3	Cabazon	Caltrans	New Morongo Parkway IC/improve Apache Trail & Main St. ICs/aux. lanes
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	7.1-8.1	Beaumont	Beaumont	Improve Beaumont Ave IC
Riv	7.7-8.7	Beaumont	Beaumont	Improve Pennsylvania Ave. IC
Riv	8.8-9.8	Beaumont	Beaumont/ Banning	Improve Highland Spgs. Ave. IC
Riv	11.1-11.6	Banning	Banning	Improve Sunset Ave. IC
Riv	12.4-13.4	Banning	Banning	Improve 8th St. IC
Riv	18.9-19.9	Cabazon	Caltrans/ Riv. Co.	Main St. IC/railroad grade separation
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

I-10: SEGMENT 9

Segment Limits: SR-111 to SR-62
Functional Classification: Freeway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: R25.2-29.7
Length: 4.5 miles
Grade Line: Rolling

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
186,600	55%	16,000 (8.6%)	1,840 (11.5%)	8 MF		8 MF		10 MFE	8 MF/2 ML
				V/C	LOS	V/C	LOS	Alternatives	
				1.23	F	1.23	F	8 MF/2 ML	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

I-10: SEGMENT 10

Segment Limits: SR-62 to Cook Street
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: 29.7-46.9
Length: 17.2 miles
Grade Line: Level

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				8 MF		8 MF		Minimum Requirement: 10 MFE	Concept: 8 MF/2 ML
				V/C	LOS	V/C	LOS	Alternatives	
176,000	51%	14,800 (8.4%)	1,900 (12.8%)	1.03	F	1.03	F	8 MF/2 ML	
								8 MF 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	32.6-33.7	Palm Springs	Palm Springs	Improve Indian Canyon Drive IC
Riv	35.7-36.5	Palm Springs	Riv Co.	Improve Palm Dr./Gene Autry Tr. IC
Riv	39.0-39.9	Cathedral City	Riv Co.	Improve Date Palm Drive IC
Riv	39.5-43.4	Cathedral City	Cathedral City	New Da Vall Drive IC/auxiliary lanes/bridge over UPRR
Riv	41.3-44.6	Ranch Mirage	Caltrans	Construct Bob Hope Drive extension/Ramon Road IC
Riv	44.0-45.0	Palm Desert	Palm Desert	Improve Monterey Ave. IC
Riv	44.8-46.6	Riv Co.	Palm Desert	New Portola Ave. IC/auxiliary lanes/bridge over UPRR
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	38.5	Cathedral City	Cathedral City	New Landau Blvd. IC/auxiliary lanes/railroad grade separation
Riv	44.5-58.9	Palm Desert/La Quinta/Indio	Caltrans	Add 1 MF in each direction
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

I-10: SEGMENT 11

Segment Limits: Cook Street to Monroe Street
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: 46.9-R54.7
Length: 7.8 miles
Grade Line: Level

CONCEPT - 2035 Facility

<table>
<tr><th rowspan="2">ADT</th><th rowspan="2">Dir. Split</th><th rowspan="2">Peak Hour</th><th rowspan="2">Truck Peak Hour</th><th rowspan="2" colspan="2">No-Build</th><th rowspan="2" colspan="2">Planned SCAG RTP</th><th colspan="2">LOS D</th></tr>
<tr><th>Minimum Requirement</th><th>Concept</th></tr>
<tr><td rowspan="4">193,100</td><td rowspan="4">55%</td><td rowspan="4">16,300 (8.4%)</td><td rowspan="4">2,010 (12.4%)</td><td colspan="2">6 MF</td><td colspan="2">8 MF</td><td>10 MFE</td><td rowspan="4">8 MF/2 ML</td></tr>
<tr><td>V/C</td><td>LOS</td><td>V/C</td><td>LOS</td><td>Alternatives</td></tr>
<tr><td rowspan="2">1.61</td><td rowspan="2">F</td><td rowspan="2">1.09</td><td rowspan="2">F</td><td>8 MF/2 ML</td></tr>
<tr><td>8 MF
90 MTB</td></tr>
</table>

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	51.7-53.1	Indio	Riv Co.	Improve Jefferson St. IC
Riv	53.2-54.2	Indio	Indio	New Madison St. IC
Riv	53.9-55.5	Indio	Indio	Improve Monroe Street IC/ bridge Whitewater Channel
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	44.5-58.9	Palm Desert/La Quinta/Indio	Caltrans	Add 1 MF in each direction
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

I-10: SEGMENT 12

Segment Limits: Monroe Street to SR-86S
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: R54.7-R57.8
Length: 3.1miles
Grade Line: Level

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				6 MF		8 MF		Minimum Requirement	Concept
141,500	55%	12,300 (8.7%)	1,560 (12.7%)	V/C	LOS	V/C	LOS	Alternatives	8 MF
				1.23	F	0.82	D	8 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	53.9-55.5	Indio	Indio	Improve Monroe Street IC/ bridge over Whitewater Channel
Riv	55.2-56.2	Indio	Indio	Improve Jackson St. IC/ bridge over Whitewater Channel
Riv	56.2-57.8	Indio	Indio	Improve Golf Center Pky. IC/ bridge over Whitewater Channel
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	44.5-58.9	Palm Desert/La Quinta/Indio	Caltrans	Add 1 MF in each direction
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

I-10: SEGMENT 13

Segment Limits: SR-86S to Dillon Road
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: R57.8-R58.9
Length: 1.1 miles
Grade Line: Level

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF		6 MF		Minimum Requirement	Concept
59,000	65%	5,430 (9.2%)	890 (16.3%)	V/C	LOS	V/C	LOS	Alternatives	6 MF
				0.69	C	0.60	C	6 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	58.4-59.4	Coachella	Coachella	Improve Dillon Road IC
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	44.5-58.9	Palm Desert/La Quinta/Indio	Caltrans	Add 1 MF in each direction
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

I-10: SEGMENT 14

Segment Limits: Dillon Road to Arizona State Line
Functional Classification: Freeway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: R58.9-R156.5
Length: 97.6 miles
Grade Line: Rolling

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
41,800	62%	4,220 (10.1%)	1,060 (25%)	4 MF		4 MF		4 MFE	4 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.87	D	0.87	D	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	58.4-59.4	Coachella	Coachella	Reconstruct Dillon Road IC
Riv	62.3-62.9	Coachella	Coachella	New McNaughton Parkway IC
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	68.0	Coachella	Caltrans/ Coachella	Construct new Ave. 50 IC
Strategic Plan Projects (Unconstrained)				
Riv	N/A	Blythe	N/A	Eastbound truck climbing lanes

INTERSTATE 15 CONCEPT

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ROUTE DESCRIPTION

Interstate Route 15 (I-15) begins at its junction with Interstate 5 in San Diego County and ends at the United States/Canada International Border in the state of Montana. The District 8 portion of the route starts at the Riverside/San Diego County Line and ends at the Nevada State Line. The total length of I-15 in District 8 is 239 miles. The route varies from four to eight lanes in width.

For the purposes of this study, I-15 is divided into 21 segments. Segments 1 through 18 traverse urbanized areas surrounding the greater Los Angeles Metropolitan area. Segments 19 through 21 serve traffic traveling to the rural desert and mountain areas of San Bernardino County and other states. I-15 is a major interstate goods-movement commuter corridor, which links to the Los Angeles area. It is a primary link between major economic centers and geographic regions. Weekend and holiday recreational traffic volumes on the route are exceptionally high since it serves as a connection to Las Vegas and to the Colorado River area via I-40.

INTERSTATE-15			
Segment	**County**	**Post Miles**	**Limits Description**
1	Riv	R0.0-3.4	San Diego/Riverside County Line to SR-79 South
2	Riv	3.4-6.6	SR-79 South to SR-79 North
3	Riv	6.6-8.7	SR-79 North to I-215 South
4	Riv	8.7-16.3	I-215 South to Bundy Canyon Road
5	Riv	16.3-22.3	Bundy Canyon Road to SR-74
6	Riv	22.3-36.8	SR-74 to Cajalco Road
7	Riv	36.8-40.3	Cajalco Road to Magnolia Avenue
8	Riv	40.3-41.5	Magnolia Avenue to SR-91
9	Riv	41.5-51.5	SR-91 to SR-60
10	Riv	51.5-52.3	SR-60 to San Bernardino/Riverside County Line
11	SBd	0.0-2.4	San Bernardino/Riverside County Line to I-10
12	SBd	2.4-8.1	I-10 to SR-210
13	SBd	8.1-15.6	SR-210 to Glen Helen Parkway
14	SBd	15.6-R13.7	Glen Helen Parkway to I-215 North
15	SBd	R13.7-R21.4	I-215 North to SR-138
16	SBd	R21.4-31.8	SR-138 to US-395
17	SBd	31.8-37.5	US-395 to Bear Valley Road
18	SBd	37.5-43.4	Bear Valley Road to North Junction SR-18
19	SBd	43.4-70.1	North Junction SR-18 to SR-58
20	SBd	70.1-74.4	SR-58 to I-40
21	SBd	74.4-R186.2	I-40 to Nevada State Line

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

INTERSTATE 15			
Segment	**Planned SCAG RTP Facility**	**LOS D Concept Facility**	**Additional Lanes Needed**
1	10 MF/2 HOV	12 MF/2 ML	2 MF
2	10 MF/2 HOV	12 MF/2 ML	2 MF
3	12 MF/2 HOV	12 MF/2 ML	-
4	8 MF/2 HOV	8 MF/2 ML	-
5	6 MF/2 HOV	6 MF/2 ML	-
6	8 MF/4 HOT	8 MF/4 ML	-
7	8 MF/4 HOT	8 MF/4 ML	-
8	8 MF/4 HOT	10 MF/4 ML	2 MF
9	8 MF/4 ML	8 MF/4 ML	-
10	8 MF/4 HOT	10 MF/4 ML	2 MF
11	8 MF/2 HOV	12 MF/2 ML	4 MF
12	8 MF/2 HOV	10 MF/2 ML	2 MF
13	8 MF/2 HOV	10 MF/2 ML	2 MF
14	8 MF/2 HOV	10 MF/2 ML	2 MF
15	8 MF/2 HOV	14 MF/2 ML	6 MF
16	8 MF/2 HOV	10 MF/2 ML	2 MF
17	6 MF/2 HOV	6 MF/2 ML	-
18	6 MF/2 HOV	6 MF/2 ML	-
19	6 MF	8 MF	2 MF
20	6 MF	10 MF	4 MF
21	4 MF	8 MF	4 MF

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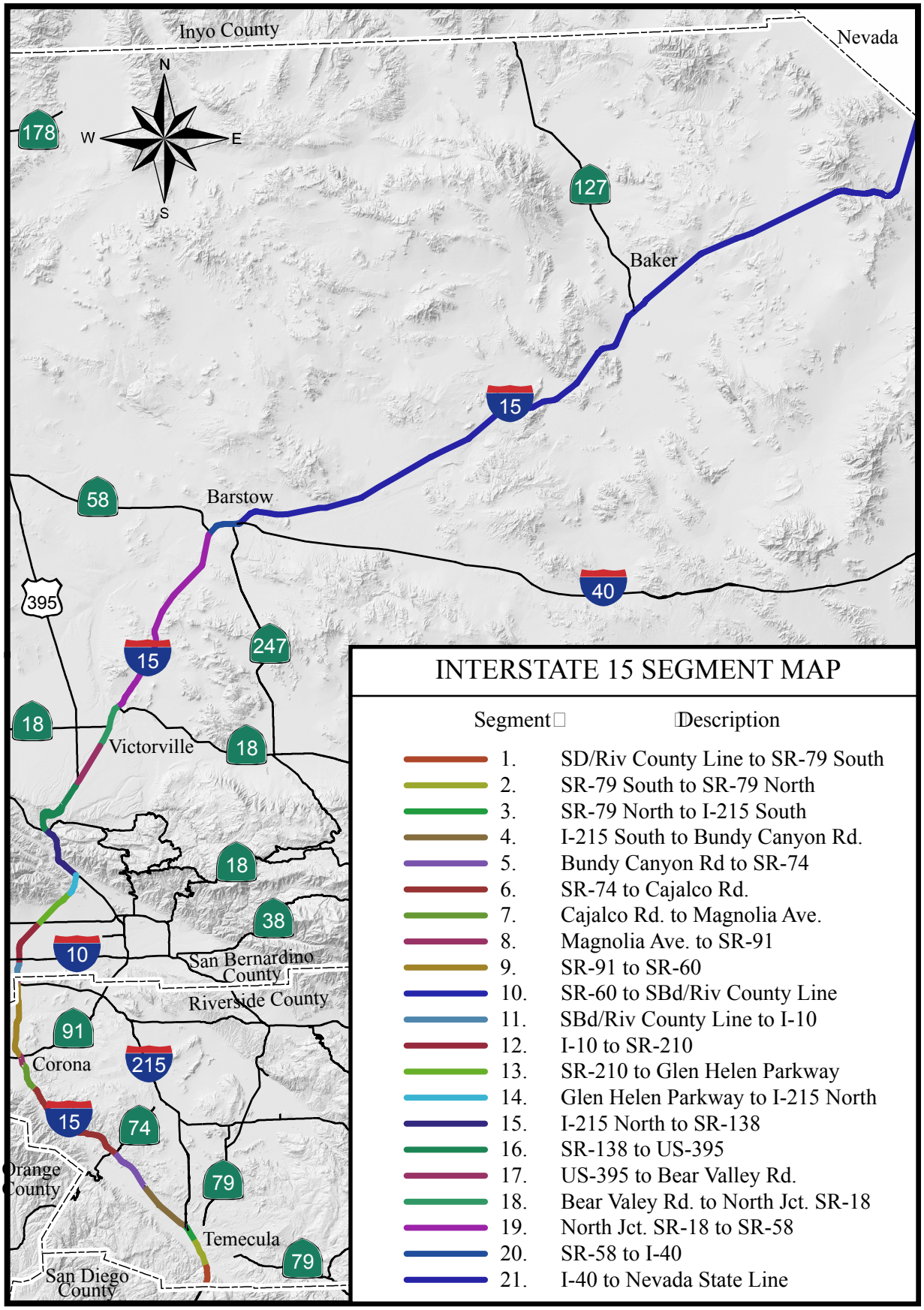
Inyo County
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Victorville
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18
38
10
San Bernardino County
Riverside County
91
Corona
215
15
74
79
Temecula
79
San Diego County
INTERSTATE 15 SEGMENT MAP
Segment
Description
1. SD/Riv County Line to SR-79 South
2. SR-79 South to SR-79 North
3. SR-79 North to I-215 South
4. I-215 South to Bundy Canyon Rd.
5. Bundy Canyon Rd to SR-74
6. SR-74 to Cajalco Rd.
7. Cajalco Rd. to Magnolia Ave.
8. Magnolia Ave. to SR-91
9. SR-91 to SR-60
10. SR-60 to SBd/Riv County Line
11. SBd/Riv County Line to I-10
12. I-10 to SR-210
13. SR-210 to Glen Helen Parkway
14. Glen Helen Parkway to I-215 North
15. I-215 North to SR-138
16. SR-138 to US-395
17. US-395 to Bear Valley Rd.
18. Bear Valley Rd. to North Jct. SR-18
19. North Jct. SR-18 to SR-58
20. SR-58 to I-40
21. I-40 to Nevada State Line

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I-15: Segment 1

Segment Limits: SD/Riv County Line to SR-79 South
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: R0.0 - 3.4
Length: 3.4 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				8 MF		10 MF/2 HOV		Minimum Requirement	Concept
				V/C	LOS	V/C	LOS	Alternatives	
252,500	55%	20,980 (8.3%)	840 (4.0%)	1.40	F	0.97	E	12 MF/2 ML	12 MF/2 ML
								10 MF/2 ML 180 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	0.0-6.6	Temecula	Riverside Co.	Add 1 HOV/1 MF in each direction from SD/Riv Co Line to Winchester Rd. (Segments 1-2); Add 1 HOV/2 MF in each direction from Winchester Rd. to I-215 South (Segment 3)
Riv	0.0-2.0	Temecula	Riverside Co.	Construct new eastern bypass
Riv	3.0-4.0	Temecula	Temecula	Improve Temecula Pkwy IC/add auxiliary. lanes
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No Projects Are Planned For This Segment Through 2035				
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

I-15: Segment 2

Segment Limits: SR-79 South to SR-79 North
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: 3.4 - 6.6
Length: 3.2 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				8 MF		10 MF/2 HOV		Minimum Requirement	Concept
				V/C	LOS	V/C	LOS	Alternatives	
278,100	55%	22,530 (8.1%)	900 (4.0%)	1.50	F	1.05	F	12 MF/2 ML	12 MF/2 ML
								10 MF/2 ML 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	0.0-6.6	Temecula	Riverside County	Add 1 HOV/1 MF in each direction from SD/Riv Co Line to Winchester Rd. (Segments 1-2); Add 1 HOV/2 MF in each direction from Winchester Rd. to I-215 South (Segment 3)
Riv	3.0-4.0	Temecula	Temecula	Improve Temecula Pkwy IC/add auxiliary. lanes
Riv	5.5-9.6	Temecula	Temecula	New IC at French Valley Parkway
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	3.4-6.6	Temecula	Riverside Co.	Add Auxiliary Lanes in both directions
Riv	4.5-5.5	Temecula	Riverside Co.	Improve Rancho California Rd. IC
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

I-15: Segment 3

Segment Limits: SR-79 North to I-215 South
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: 6.6 - 8.7
Length: 2.1 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
252,400	55%	20,440 (8.1%)	820 (4.0%)	8 MF		12 MF/2 HOV		14 MFE	12 MF/2 ML
				V/C	LOS	V/C	LOS	Alternatives	
				1.36	F	0.78	D	12 MF/2 ML	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	0.0-6.6	Temecula	Riverside County	Improve Temecula Pkwy IC/add auxiliary. lanes
Riv	5.5-9.6	Temecula	Temecula	New French Valley Pkwy. IC (Phase)
Riv	6.6-7.7	Temecula	Temecula	New French Valley Pkwy. IC (Phase 1)
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No Projects Are Planned For This Segment Through 2035				
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

I-15: Segment 4

Segment Limits: I-215 South to Bundy Canyon Rd
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: 8.7 - 16.3
Length: 7.6 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
181,100	52%	14,850 (8.2%)	740 (5.0%)	6 MF		8 MF/2 HOV		10 MFE	8 MF/2 ML
				V/C	LOS	V/C	LOS	Alternatives	
				1.21	F	0.72	C	8 MF/2 ML	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	5.5-9.6	Temecula	Temecula	New IC at French Valley Parkway
Riv	8.7-52.3	Temecula, Murrieta, Lake Elsinore/ Norco/Corona	RCTC	2 HOT lanes each dir. from SBd Co. Line to SR-74/1 MF lane each dir. from SBd Co. Line to SR-74/1 HOV lane each dir. from SR-74 to I-15/215
Riv	9.5	Murrieta	Murrieta	Improve Murrieta Hot Springs Rd. IC
Riv	10.3-10.9	Murrieta	Murrieta	Improve California Oaks Road IC
Riv	13.0-14.3	Murrieta	Riverside Co.	Improve Clinton Keith Rd. IC
Riv	16.5-21.0	Lake Elsinore	Lake Elsinore	New Franklin Street IC/aux. lanes
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	8.7-16.3	Temecula	RCTC	Add 1 MF lane each direction
Riv	15.8-16.8	Lake Elsinore	Lake Elsinore	Improve Bundy Canyon Rd. IC
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

I-15: Segment 5

Segment Limits: Bundy Canyon Road to SR-74
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: 16.3 - 22.3
Length: 6.0 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
168,100	55%	12,780 (7.6%)	640 (5.0%)	6 MF		6 MF/2 HOV		8 MFE	6 MF/2 ML
				V/C	LOS	V/C	LOS	Alternatives	
				1.08	F	0.85	D	6 MF/2 ML	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	8.7-52.3	Temecula, Murrieta, Lake Elsinore/ Norco/Corona	RCTC	Add 2 HOT lanes each dir. from SBd Co. Line to SR-74/add 1 MF lane each dir. from SBd Co line to SR-74/add 1 HOV lane each dir. from SR-74 south to Jct. I-15/215
Riv	16.5-21.0	Lake Elsinore	Lake Elsinore	New Franklin Street IC/aux. lanes
Riv	18.3/21.0	Lake Elsinore	Caltrans	Improve IC/auxiliary lanes
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	20.8-23.7	Lake Elsinore	N/A	Improve Central Ave. IC and ramps
Riv	15.8-16.8	Lake Elsinore	Lake Elsinore	Improve Bundy Canyon Rd. IC and ramps
Riv	16.9	Lake Elsinore	Lake Elsinore	Widen Lemon St. UC
Riv	17.0-18.0	Lake Elsinore	Lake Elsinore	New IC and Ramps
Riv	18.4	Lake Elsinore	Lake Elsinore	New 4 Lane Malaga Rd. OC
Riv	19.8	Lake Elsinore	Lake Elsinore	New Franklin ST. IC and Ramps
Riv	21.5	Lake Elsinore	Lake Elsinore	Arterial Connection
Riv	22.8	Lake Elsinore	Lake Elsinore	New 4 Lane Riverside Dr. OC
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

I-15: Segment 6

Segment Limits: SR-74 to Cajalco Road
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: 22.3 - 36.8
Length: 14.5 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
176,800	55%	13,790 (7.8%)	800 (5.8%)	6 MF		8 MF/4 HOT		10 MFE	8 MF/4 ML
				V/C	LOS	V/C	LOS	Alternatives	
				1.25	F	0.69	C	8 MF/4 ML	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	8.7-52.3	Temecula, Murrieta, Lake Elsinore/ Norco/Corona	RCTC	Add 2 HOT lanes each dir. from SBd Co. Line to SR-74/add 1 MF lane each dir. from SBd Co line to SR-74/add 1 HOV lane each dir. from SR-74 to Jct. I-15/215
Riv	35.2-36.1	Corona	Corona	Improve Weirick Rd. IC
Riv	36.1-37.6	Corona	RCTC	Improve Cajalco Rd. IC/aux. lanes
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	23.4-24.4	Lake Elsinore	Lake Elsinore	Improve Nichols Rd. IC
Riv	26.7	Lake Elsinore	Lake Elsinore	Improve Lake St. IC
Riv	28.4-29.4	Riverside	Riverside Co.	Improve Horse Thief Canyon Rd. IC
Riv	32.6-33.6	Riverside	Riverside Co.	Improve Temescal Canyon IC
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

I-15: Segment 7

Segment Limits: Cajalco Road to Magnolia Avenue
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: 36.8 - 40.3
Length: 3.5 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D Minimum Requirement	LOS D Concept
252,900	55%	19,470 (7.7%)	780 (4.0%)	6 MF		8 MF/4 HOT		12 MFE	8 MF/4 ML
				V/C	LOS	V/C	LOS	Alternatives	
				1.73	F	0.88	D	8 MF/4 ML	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	8.7-52.3	Temecula, Murrieta, Lake Elsinore/ Norco/Corona	RCTC	Add 2 HOT lanes each dir. from SBd Co. Line to SR-74/add 1 MF lane each dir. from SBd Co line to SR-74/add 1 HOV lane each dir. from SR-74 to Jct. I-15/215
Riv	36.1-37.6	Corona	RCTC	Improve Cajalco Rd. IC/aux. lanes
Riv	37.8-38.0	El Cerrito	Corona	Improve El Centro Rd. IC
Riv	38.6	Corona	Corona	Widen Ontario Ave. UC
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No Projects Are Planned For This Segment Through 2035				
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

I-15: Segment 8

Segment Limits: Magnolia Avenue to SR-91
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: 40.3 - 41.5
Length: 1.2 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				6 MF		8 MF/4 HOT		14 MFE	
				V/C	LOS	V/C	LOS	Alternatives	
273,800	55%	20,800 (7.6%)	620 (3.0%)	1.76	F	0.93	E	10 MF/4 ML	10 MF/4 ML
								8 MF/4 ML 6 MTR	
								8 MF/4 ML 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	8.7-52.3	Temecula, Murrieta, Lake Elsinore/ Norco/Corona	RCTC	Add 2 HOT lanes each dir. from SBd Co. Line to SR-74/add 1 MF lane each dir. from SBd Co line to SR-74/add 1 HOV lane each dir. from SR-74 to Jct. I-15/215
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No Projects Are Planned For This Segment Through 2035				
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

I-15: Segment 9

Segment Limits: SR-91 to SR-60
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: 41.5 - 51.5
Length: 10.0 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				6 MF		8 MF/4 ML		12 MFE	
204,900	53%	17,210 (8.4%)	690 (4.0%)	V/C	LOS	V/C	LOS	Alternatives	8 MF/4 ML
				1.42	F	0.76	D	8 MF/4 ML	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	8.7-52.3	Temecula, Murrieta, Lake Elsinore/ Norco/Corona	RCTC	2 HOT lanes each dir. from SBd Co. Line to SR-74/1 MF lane each dir. from SBd Co line to SR-74/1 HOV lane each dir. from SR-74 to I-215
Riv	46.0-47.5	Norco	Riverside Co.	New Schleisman Rd. IC/auxiliary lanes
Riv	47.8-49.1	Riverside Co.	Riverside Co.	Improve Limonite Ave. IC
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	42.4-43.4	Norco	Norco	Improve Hidden Valley Pkwy. IC
Riv	43.1-44.1	Norco	Norco	Improve Second St. IC
Riv	45.1-46.1	Norco	Norco	Improve Sixth St. IC
Riv	49.4	Riverside	Caltrans	Add signals and ramps at Bellegrave Ave.
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

I-15: Segment 10

Segment Limits: SR-60 to SBd/Riv County Line
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: 51.5 - 52.3
Length: 0.8 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				6 MF		8 MF/4 HOT		14 MFE	
				V/C	LOS	V/C	LOS	Alternatives	Concept
298,700	53%	22,100 (7.4%)	1,330 (6.0%)	1.83	F	0.98	E	10 MF/4 ML	10 MF/4 ML
								8 MF/4 ML 6 MTR	
								8 MF/4 ML 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	8.7-52.3	Temecula, Murrieta, Lake Elsinore/ Norco/Corona	RCTC	Add 2 HOT lanes each dir. from SBd Co. Line to SR-74/add 1 MF lane each dir. from SBd Co line to SR-74/add 1 HOV lane each dir. from SR-74 to Jct. I-15/215
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	51.5-52.8	Ontario	Caltrans	Add and extend auxiliary lanes
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

I-15: Segment 11

Segment Limits: SBd/Riv County Line to I-10
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: 0.0 - 2.4
Length: 2.4 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				8 MF		8 MF/2 HOV		Minimum Requirement	Concept
				V/C	LOS	V/C	LOS	Alternatives	
299,200	51%	22,740 (7.6%)	1,500 (6.6%)	1.36	F	1.17	E	12 MF/2 ML	12 MF/2 ML
								8 MF/2 ML 12 MTR	
								8 MF/2 ML 180 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No Projects Are Planned For This Segment Through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	0.0-16.0	Ontario/ Rancho Cucamonga/ Devore	Caltrans	1 HOV Lane in both directions
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

I-15: Segment 12

Segment Limits: I-10 to SR-210
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: 2.4 - 8.1
Length: 5.7 miles
Grade Line: Level

Concept - 2035 Facility

<table>
<tr><th rowspan="2">ADT</th><th rowspan="2">Dir. Split</th><th rowspan="2">Peak Hour</th><th rowspan="2">Truck Peak Hour</th><th colspan="2" rowspan="2">No-Build</th><th colspan="2" rowspan="2">Planned SCAG RTP</th><th colspan="2">LOS D</th></tr>
<tr><th>Minimum Requirement</th><th>Concept</th></tr>
<tr><td rowspan="5">259,700</td><td rowspan="5">56%</td><td rowspan="5">20,000 (7.7%)</td><td rowspan="5">1,500 (7.5%)</td><td colspan="2">8 MF</td><td colspan="2">8 MF/2 HOV</td><td>12 MFE</td><td rowspan="5">10 MF/2 ML</td></tr>
<tr><td>V/C</td><td>LOS</td><td>V/C</td><td>LOS</td><td>Alternatives</td></tr>
<tr><td rowspan="3">1.31</td><td rowspan="3">F</td><td rowspan="3">1.12</td><td rowspan="3">F</td><td>10 MF/2 ML</td></tr>
<tr><td>8 MF/2 ML
6 MTR</td></tr>
<tr><td>8 MF/2 ML
90 MTB</td></tr>
</table>

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	4.1-5.8	Rancho Cucamonga	Rancho Cucamonga	Improve IC/aux. lanes
SBd	7.1-10.0	Fontana	Caltrans	New I-15/SR-210 Fwy to Fwy IC
SBd	5.0-5.3	Rancho Cucamonga	Caltrans	Widen NB Foothill Blvd. off ramp
SBd	5.0-5.8	Rancho Cucamonga	Rancho Cucamonga	Widen SB Foothill Blvd. off ramp
SBd	6.3-7.1	Rancho Cucamonga	Rancho Cucamonga	Improve Baseline IC
SBd	6.4-7.2	Rancho Cucamonga	Rancho Cucamonga	Widen ramps at Baseline/install traffic meters
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	0.0-16.0	Ontario/ Rancho Cucamonga/ Devore	Caltrans	1 HOV lane in both dir.
SBd	5.1-5.8	Rancho Cucamonga	Caltrans	Widen NB Foothill Blvd on ramp/install traffic metering
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

I-15: Segment 13

Segment Limits: SR-210 to Glen Helen Parkway
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: 8.1 - 15.6
Length: 7.5 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				8 MF		8 MF/2 HOV		12 MFE	
				V/C	LOS	V/C	LOS	Alternatives	
221,600	58%	16,840 (7.6%)	1,520 (9.0%)	1.16	F	0.97	E	10 MF/2 ML	10 MF/2 ML
								8 MF/2 ML 6 MTR	
								8 MF/2 ML 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	7.1-10.0	Fontana	Caltrans	New I-15/SR-210 Fwy to Fwy IC
SBd	9.8-11.9	Fontana	Fontana	Convert Duncan Canyon Rd. OC to diamond IC
SBd	12.5-13.5	Fontana	Caltrans	Improve Sierra Ave. IC
SBd	14.0-16.4	Devore	Caltrans	1 MF lane from Glen Helen Pkwy. to I-15/215 IC/I-15 truck bypass/ aux. lanes/improve Kenwood IC
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	0.0-16.0	Ontario/ Rancho Cucamonga/ Devore	Caltrans	1 HOV lane in both directions
SBd	15.9-27.0	Devore	Caltrans	Truck climbing lane
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

I-15: Segment 14

Segment Limits: Glen Helen Parkway to I-215 North
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: 15.6 - R13.7
Length: 1.9 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				6 MF		8 MF/2 HOV		12 MFE	
				V/C	LOS	V/C	LOS	Alternatives	
215,200	58%	16,360 (7.6%)	1,470 (9.0%)	1.65	F	1.03	F	10 MF/2 ML	10 MF/2 ML
								8 MF/2 ML 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	14.0-16.4	Devore	Caltrans	1 MF lane Glen Helen Pkwy to I-215 IC/I-15 truck bypass/aux. lanes/ Kenwood IC
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	0.0-16.0	Ontario/ Rancho Cucamonga/ Devore	Caltrans	1 HOV lane in both direction
SBd	15.9-27.0	Devore	Caltrans	Truck climbing lane
SBd	16.0-21.7	Cajon Pass	Caltrans	Improve SR-138 (Cajon Junction) IC
SBd	16.0-33.2	Cajon Pass/ Hesperia	Caltrans	1 HOV Lane in each direction
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

I-15: Segment 15

Segment Limits: I-215 North to SR-138
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: R13.7 - R21.4
Length: 7.7 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				8 MF		8 MF/2 HOV		Minimum Requirement	Concept
				V/C	LOS	V/C	LOS	Alternatives	
292,000	60%	21,020 (7.2%)	1,890 (9.0%)	1.62	F	1.42	F	14 MF/2 ML	14 MF/2 ML
								8 MF/2 ML 270 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No Projects Are Planned For This Segment Through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	15.9-27.0	Devore	Caltrans	Truck climbing lane
SBd	16.0-21.7	Cajon Pass	Caltrans	Improve SR-138 (Cajon Jct.) IC
SBd	16.0-33.2	Cajon Pass/ Hesperia	Caltrans	1 HOV Lane in both directions
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

I-15: Segment 16

Segment Limits: SR-138 to US-395
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: R21.4 - 31.8
Length: 10.4 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				8 MF		8 MF/2 HOV		12 MFE	
				V/C	LOS	V/C	LOS	Alternatives	
244,700	60%	16,880 (6.9%)	1,520 (9.0%)	1.32	F	1.11	F	10 MF/2 ML	10 MF/2 ML
								8 MF/2 ML 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	21.3-28.6	Cajon Pass	Caltrans	N/B lane/truck climbing lane
SBd	29.5-30.9	Hesperia	Hesperia	Construct Rancho Rd. IC
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	16.0-33.2	Cajon Pass/ Hesperia	Caltrans	1 HOV lane in both dir.
SBd	28.4-29.8	Cajon Pass	San Bernardino Co.	Replace Oak Hill Rd. OC
SBd	31.0-40.6	Victorville	Caltrans	1 HOV lane in both dir.
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

I-15: Segment 17

Segment Limits: US-395 to Bear Valley Road
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: 31.8 - 37.5
Length: 5.7 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
165,400	61%	11,740 (7.1%)	1,060 (9.0%)	6 MF		6 MF/2 HOV		8 MFE	6 MF/2 ML
				V/C	LOS	V/C	LOS	Alternatives	
				1.13	F	0.88	D	6 MF/2 ML	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	32.3	Hesperia	Hesperia	Construct Joshua St. NB Off-Ramp
SBd	32.9-33.5	Hesperia	Hesperia	Construct new Muscatel St. IC/ auxiliary lanes
SBd	33.5-34.5	Hesperia	Hesperia	Improve Main St. IC
SBd	34.9-35.9	Hesperia	Hesperia	Construct Eucalyptus St. IC
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	16.0-33.2	Cajon Pass/ Hesperia	Caltrans	1 HOV lane in both directions
SBd	31.0-40.6	Hesperia	Caltrans	1 HOV lane in both directions
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

I-15: Segment 18

Segment Limits: Bear Valley Road to North Jct. SR-18
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: 37.5 - 43.4
Length: 5.9 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D Minimum Requirement	LOS D Concept
131,400	61%	10,250 (7.8%)	920 (9.0%)	6 MF		6 MF/2 HOV		8 MFE	6 MF/2 ML
				V/C	LOS	V/C	LOS	Alternatives	
				0.99	E	0.77	D	6 MF/2 ML	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	38.3-39.4	Victorville	Victorville	Construct La Mesa/Nisqualli Rd. IC
SBd	40.5	Victorville	Victorville	Improve SR-18 IC
SBd	41.0-43.0	Victorville	Victorville	Improve Mojave St. IC
SBd	41.7-42.4	Victorville	Victorville	Widen bridges and ramps at Mojave St.
SBd	41.9-46.0	Victorville	Caltrans	Improve D and E Street IC, relocated Stoddard Wells Rd. IC
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No Projects Are Planned For This Segment Through 2035				
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

I-15: Segment 19

Segment Limits: North Junction SR-18 to SR-58
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: 43.4 - 70.1
Length: 26.7 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				6 MF		6 MF		Minimum Requirement	Concept
108,800	62%	9,470 (8.7%)	1,200 (12.7%)	V/C	LOS	V/C	LOS	Alternatives	8 MF
				1.07	F	1.07	F	8 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	41.9-46.0	San Bernardino Co.	Caltrans	Improve D-E Street IC, relocated Stoddard Wells Rd. IC
SBd	44.0	Victorville	Victorville / Apple Valley	Construct IC via High Desert Corridor
SBd	69.2-74.1	Barstow	Caltrans	Widen from 2 to 3 lanes in each direction
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No Projects Are Planned For This Segment Through 2035				
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

I-15: Segment 20

Segment Limits: SR-58 to I-40
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: 70.1 - 74.4
Length: 4.3 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
118,300	62%	10,890 (9.2%)	820 (7.5%)	7 MF*		6 MF		10 MFE	10 MF
				V/C	LOS	V/C	LOS	Alternatives	
				1.25	F	1.25	F	10 MF	

*3 NB/4 SB

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	69.2-74.1	Barstow	Caltrans	Widen from 2 to 3 lanes in each direction
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects Are Planned For This Segment Through 2035				
Strategic Plan Projects (Unconstrained)				
No projects Are Planned For This Segment Through 2035				

I-15: Segment 21

Segment Limits: I-40 to Nevada State Line
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: 74.4 - R186.2
Length: 111.8 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF		4 MF		8 MFE	
69,200	68%	4,290 (6.2%)	470 (11.0%)	V/C	LOS	V/C	LOS	Alternatives	8 MF
				1.41	F	1.41	F	8 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects Are Planned For This Segment Through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects Are Planned For This Segment Through 2035				
Strategic Plan Projects (Unconstrained)				
No projects Are Planned For This Segment Through 2035				

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STATE ROUTE 18 CONCEPT

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ROUTE DESCRIPTION

State Route 18 (SR-18) is a two to six-lane conventional highway-expressway, 115.9 miles in length beginning at SR-SR-210 in the City of San Bernardino. It extends northeasterly, then northwesterly through the San Bernardino Mountains and the Mojave Desert. The route terminates at its junction with State Route 138 (SR-138) in the County of Los Angeles (District 7). In San Bernardino County, the route traverses the Cities of San Bernardino, Big Bear Lake and Victorville, the Town of Apple Valley and the communities of Big Bear City and Lucerne Valley.

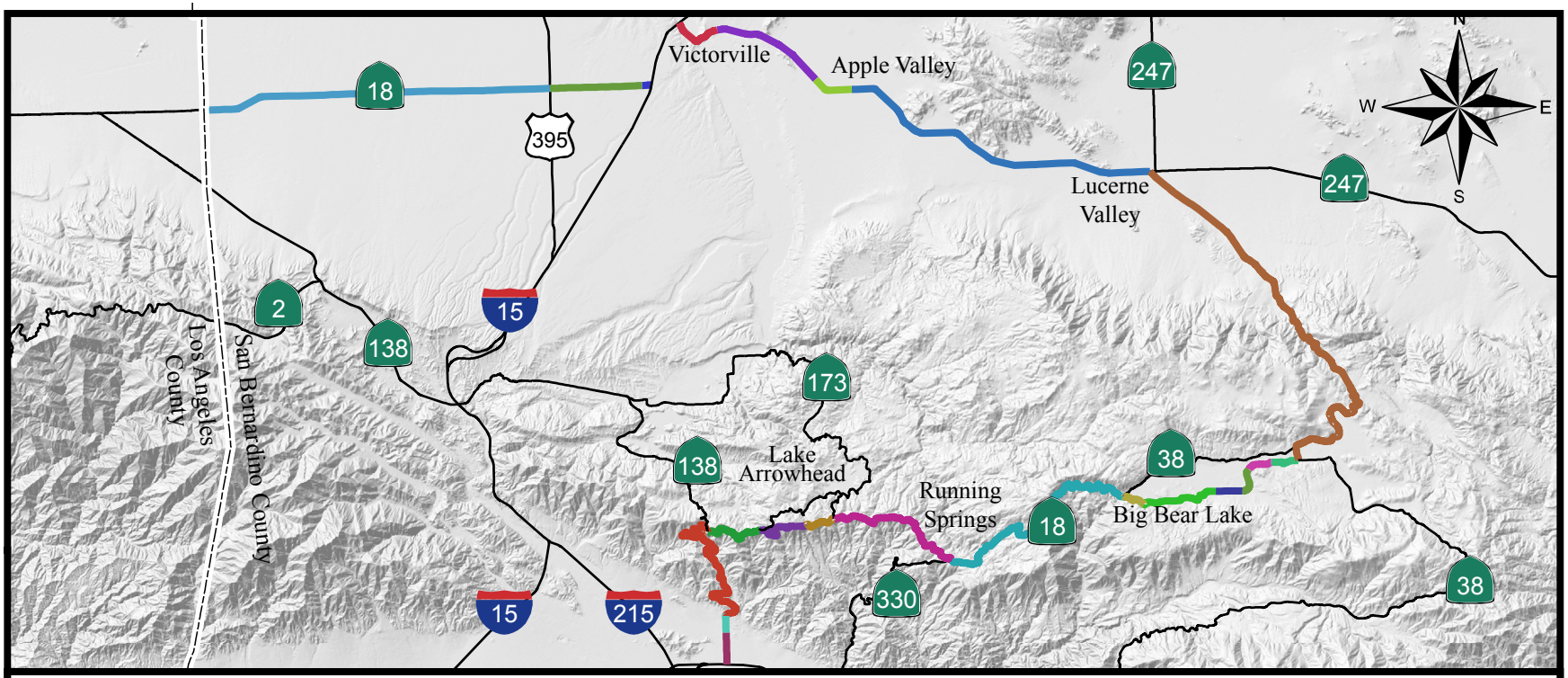
For purposes of this study, SR-18 is segmented into twenty-two segments. Segment 1 operates as a major local arterial for the City of San Bernardino. Segments 2 through 15 serve recreational travelers through the San Bernardino National Forest and local traffic in the mountain communities. Segment 16 is a rural segment providing interregional travel in the Mojave Desert. Segments 17 through 21 operate as a major arterial serving local traffic through the Town of Apple Valley and City of Victorville. Segment 22 serves interregional travel in the high desert between San Bernardino and Los Angeles Counties.

STATE ROUTE 18			
Segment	**County**	**Post Miles**	**Description**
1	SBd	T6.2-T7.6	SR-210 to 40th Street
2	SBd	T7.6-T8.3	40th Street to Sierra Way
3	SBd	T8.3-R17.7	Sierra Way to SR-138
4	SBd	R17.7-20.6	SR-138 to SR-189
5	SBd	20.6-23.4	SR-189 to Daley Canyon Road
6	SBd	23.4-24.7	Daley Canyon Road to SR-173
7	SBd	24.7-31.7	SR-173 to SR-330
8	SBd	31.7-44.3	SR-330 to SR-38/Big Bear Dam
9	SBd	44.3-45.5	SR-38/Big Bear Dam to West Big Bear Lake City Limits
10	SBd	45.5-49.1	West Big Bear Lake City Limits to Pine Knot Boulevard
11	SBd	49.1-50.4	Pine Knot Boulevard to Summit Boulevard
12	SBd	50.4-51.6	Summit Boulevard to Stanfield Cutoff
13	SBd	51.6-52.7	Stanfield Cutoff to Division Drive
14	SBd	52.7-54.5	Division Drive to SR-38 North Junction
15	SBd	54.5-73.4	SR-38 North Junction to SR-247 South Junction
16	SBd	73.4-87.9	SR-247 South Junction to Central Road
17	SBd	87.9-89.6	Central Road to Kiowa Road
18	SBd	89.6-94.4	Kiowa Road to Apple Valley Road
19	SBd	94.4-R96.6	Apple Valley Road to I-15 North Junction
Break in Route			
20	SBd	R96.6-97.0	I-15 South Junction to Amargosa Road
21	SBd	97.0-101.0	Amargosa Road to US-395
22	SBd	101.0-115.9	US-395 to San Bernardino/Los Angeles County Line

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain a Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

STATE ROUTE 18			
Segment	**Planned SCAG RTP Facility**	**LOS D Concept Facility**	**Additional Lanes Needed**
1	4 MF	4 MF	-
2	4 MF	4 MF	-
3	4 MF	4 MF	-
4	2 MF	4 MF	2 MF
5	2 MF	4 MF	2 MF
6	2 MF	4 MF	2 MF
7	2 MF	4 MF	2 MF
8	2 MF	4 MF	2 MF
9	2 MF	4 MF	2 MF
10	4 MF	4 MF	-
11	4 MF	4 MF	-
12	4 MF	6 MF	2 MF
13	2 MF	4 MF	2 MF
14	2 MF	4 MF	2 MF
15	2 MF	2 MF	-
16	2 MF	4 MF	2 MF
17	4 MF	4 MF	-
18	4/6 MF[1]	4 MF	-
19	4/6 MF	6 MF	2 MF
20	6 MF	6 MF	-
21	6 MF	6 MF	-
22	4 MF	4 MF	-

[1] Segments 18 and 19 consist of 6 MF lanes from PM 93.0 to 94.7. Analysis based upon 4 MF lanes.



STATE ROUTE 18 SEGMENT MAP

Segment	Description	Segment	Description
1.	SR-210 to 40th St.	12.	Summit Blvd. to Stanfield Cutoff
2.	40th St. to Sierra Way	13.	Stanfield Cutoff to Division Dr.
3.	Sierra Way to SR-138	14.	Division Dr. to SR-38 N. Jct.
4.	SR-138 to SR-189	15.	SR-38 N. Jct. to SR-247 S. Jct.
5.	SR-189 to Daley Canyon Rd.	16.	SR-247 S. Jct. to Central Rd.
6.	Daley Canyon Rd. to SR-173	17.	Central Rd. to Kiowa Rd.
7.	SR-173 to SR-330	18.	Kiowa Rd. to Apple Valley Rd.
8.	SR-330 to SR-38/Big Bear Dam	19.	Apple Valley Rd. to I-15 N. Jct.
9.	SR-38/Big Bear Dam to W. Big Bear Lake City Lmts.	20.	I-15 S. Jct. to Amargosa Rd.
10.	W.Big Bear Lake City Lmts. to Pine Knot Blvd.	21.	Amargosa Rd. to US-395
11.	Pine Knot Blvd. to Summit Blvd.	22.	US-395 to LA/SBd County Line

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SR-18: Segment 1

Segment Limits: SR-210 to 40th St.
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: T6.2-T7.6
Length: 1.4 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
35,900	63%	3,100 (8.6%)	160 (5.0%)	4 MF		4 MF		4 MFE	4 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.57	C	0.57	C	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-18: Segment 2

Segment Limits: 40th Street to Sierra Way
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: T7.6-T8.3
Length: 0.7 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF		4 MF		4 MFE	
23,200	75%	2090 (9.0%)	100 (5.0%)	V/C	LOS	V/C	LOS	Alternatives	4 MF
				0.46	C	0.46	C	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-18: Segment 3

Segment Limits: Sierra Way to SR-138
Functional Classification: Expressway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: T8.3-R17.7
Length: 9.4 miles
Grade Line: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
23,900	75%	2,300 (9.6%)	120 (5.0%)	4 MF		4 MF		4 MFE	4 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.60	C	0.60	C	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-18: Segment 4

Segment Limits: SR-138 to SR-189
Functional Classification: Expressway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: R17.7-20.6
Length: 2.9 miles
Grade Line: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		Minimum Requirement	Concept
12,200	65%	1,220 (10%)	120 (10.0%)	V/C	LOS	V/C	LOS	Alternatives	4 MF
				0.56	E	0.56	E	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-18: Segment 5

Segment Limits: SR-189 to Daley Canyon Road
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 20.6-23.4
Length: 2.8 miles
Grade Line: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		4 MFE	
9,900	65%	1,460 (14.7%)	120 (8.0%)	V/C	LOS	V/C	LOS	Alternatives	4 MF
				0.67	E	0.67	E	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-18: Segment 6

Segment Limits: Daley Canyon Road to SR-173
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 23.4-24.7
Length: 1.3 miles
Grade Line: Mountainous

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D Minimum Requirement	LOS D Concept
15,300	65%	2,220 (14.5%)	180 (8.0%)	2 MF		2 MF		4 MFE	4 MF
				V/C	LOS	V/C	LOS	Alternatives	
				1.02	F	1.02	F	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-18: Segment 7

Segment Limits: SR-173 to SR-330
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 24.7-31.7
Length: 7.0 miles
Grade Line: Mountainous

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		Minimum Requirement	Concept
10,500	65%	1,530 (14.6%)	90 (6.0%)	V/C	LOS	V/C	LOS	Alternatives	4 MF
				0.70	E	0.70	E	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-18: Segment 8

Segment Limits: SR-330-SR-38/Big Bear Dam
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 31.7-44.3
Length: 12.6 miles
Grade Line: Rolling/Mountainous

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
9,100	62%	1,250 (13.7%)	60 (5.0%)	2 MF		2 MF		4 MFE	4 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.54	E	0.54	E	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-18: Segment 9

Segment Limits: SR-38/Big Bear Dam to West Big Bear Lake City Limits
County: San Bernardino
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural
Post Miles: 44.3-45.5
Length: 1.2 miles
Grade Line: Rolling

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D Minimum Requirement	LOS D Concept
6,900	60%	1,000 (14.5%)	60 (6.0%)	2 MF		2 MF		4 MFE	4 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.42	E	0.42	E	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-18: Segment 10

Segment Limits: West Big Bear Lake City Limits South to Pine Knot Blvd.
County: San Bernardino
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural
Post Miles: 45.5-49.1
Length: 3.6 miles
Grade Line: Rolling

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		4 MF		Minimum Requirement	Concept
8,700	60%	1,210 (13.9%)	70 (6.0%)	V/C	LOS	V/C	LOS	Alternatives	4 MF
				0.51	E	0.23	A	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	45.5-51.6	Big Bear Lake	Big Bear Lake	Widen to 4 MF
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-18: Segment 11

Segment Limits: Pine Knot Blvd. to Summit Blvd.
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 49.1-50.4
Length: 1.3 miles
Grade Line: Rolling

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF		4 MF		Minimum Requirement: 4 MFE	Concept: 4 MF
19,200	60%	2,480 (12.9%)	150 (6.0%)	V/C	LOS	V/C	LOS	Alternatives	
				0.48	C	0.48	C	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	45.5-51.6	Big Bear Lake	Big Bear Lake	Widen to 4 MF
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-18: Segment 12

Segment Limits: Summit Blvd. to Stanfield Cutoff
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 50.4-51.6
Length: 1.2 miles
Grade Line: Rolling

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF		4 MF		Minimum Requirement	Concept
036,900	63%	4,830 (13%)	290 (6.0%)	V/C	LOS	V/C	LOS	Alternatives	6 MF
				0.97	E	0.97	E	6 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	45.5-51.6	Big Bear Lake	Big Bear Lake	Widen to 4 MF
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-18: Segment 13

Segment Limits: Stanfield Cutoff to Division Drive
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urban

County: San Bernardino
Post Miles: 51.6-52.7
Length: 1.1 miles
Grade Line: Rolling

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		4 MFE	
29,500	65%	3,810 (12.9%)	230 (6.0%)	V/C	LOS	V/C	LOS	Alternatives	4 MF
				1.66	F	1.66	F	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-18: Segment 14

Segment Limits: Division Drive to SR-38 North Jct.
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urban

County: San Bernardino
Post Miles: 52.7-54.5
Length: 1.8 miles
Grade Line: Rolling/Mountainous

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		4 MFE	
				V/C	LOS	V/C	LOS	Alternatives	
21,200	65%	2,760 (13.0%)	260 (9.3%)	1.21	F	1.21	F	4 MF	4 MF

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-18: Segment 15

Segment Limits: SR-38 North Jct. to SR-247 South Jct. **County:** San Bernardino
Functional Classification: Conventional Highway **Post Miles:** 54.5-73.4
Rural/Urban/Urbanized: Urban **Length:** 18.9 miles
Grade Line: Rolling/Mountainous

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		Minimum Requirement: 2 MFE	Concept
5000	61%	450 (9.5%)	20 (5.4%)	V/C	LOS	V/C	LOS	Alternatives	2 MF
				0.21	C	0.21	C	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-18: Segment 16

Segment Limits: SR-247 South Jct. to Central Road
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 73.4-87.9
Length: 14.5 miles
Grade Line: Rolling

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		4 MFE	
12,400	56%	1,140 (9.2%)	120 (10.2%)	V/C	LOS	V/C	LOS	Alternatives	4 MF
				0.45	E	0.45	E	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	79.9-81.2	Lucerne Valley	Caltrans	Construct passing lanes (PM 79.9/81.2) and turn lanes (PM 73.8/84.3)
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-18: Segment 17

Segment Limits: Central Road to Kiowa Road
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 87.9-89.6
Length: 1.7 miles
Grade Line: Level

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF		4 MF		Minimum Requirement: 4 MFE	Concept: 4 MF
21,300	60%	1,830 (8.6%)	140 (7.6%)	V/C	LOS	V/C	LOS	Alternatives	
				0.31	B	0.31	B	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-18: Segment 18

Segment Limits: Kiowa Road to Apple Valley Road
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urban

County: San Bernardino
Post Miles: 89.6-94.4
Length: 4.8 miles
Grade Line: Level

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
44,800	60%	3,810 (8.5%)	270 (7.0%)	4 MF		4/6 MF[2]		4 MFE	4 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.62	C	0.62	C	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	93.0-94.7	Apple Valley	City of Apple Valley	Widen to 6 lanes/realign Apple Valley Road intersection
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

[2] Segment consists of 6 MF lanes from PM 93.0 to 94.7. Analysis based upon 4 MF Lanes.

SR-18: Segment 19

Segment Limits: Apple Valley Road to I-15 North Jct.
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urban

County: San Bernardino
Post Miles: 94.4-R96.6
Length: 2.2 miles
Grade Line: Rolling

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF		4/6 MF		Minimum Requirement	Concept
61,700	56%	5,310 (8.6%)	300 (5.6%)	V/C	LOS	V/C	LOS	Alternatives	6 MF
				0.86	E	0.86	E	6 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	93.0-94.7	Apple Valley	City of Apple Valley	Widen to 6 lanes/realign Apple Valley Road intersection
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-18: Segment 20

Segment Limits: I-15 South Jct. to Amargosa Road
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urban

County: San Bernardino
Post Miles: R96.6-97.0
Length: 0.4 miles
Grade Line: Rolling

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF		6 MF		Minimum Requirement	Concept
75,600	61%	7,030 (9.3%)	280 (4.0%)	V/C	LOS	V/C	LOS	Alternatives	6 MF
				1.22	F	0.81	D	6 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	96.6-101.0	Victorville	City of Victorville	Widen to 3 lanes each direction
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-18: Segment 21

Segment Limits: Amargosa Road to US-395
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urban

County: San Bernardino
Post Miles: 97.0-101.0
Length: 4.0 miles
Grade Line: Level/Rolling

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF		6 MF		Minimum Requirement	Concept
41,400	61%	3,770 (9%)	150 (4%)	V/C	LOS	V/C	LOS	Alternatives	6 MF
				0.65	D	0.44	B	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	96.6-101.0	Victorville	City of Victorville	Widen to 3 lanes each direction
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-18: Segment 22

Segment Limits: US-395 to LA/SBd County Line
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 101.0-115.9
Length: 14.9 miles
Grade Line: Level

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		4 MF		Minimum Requirement	Concept
10,300	60%	1,230 (11.9%)	40 (3%)	V/C	LOS	V/C	LOS	Alternatives	4 MF
				0.49	D	0.20	A	2 MF	
								4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	100.9-116.0	Victorville/ Adelanto/San Bernardino County	Caltrans	Widen to 2 lanes each direction
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

STATE ROUTE 38 CONCEPT

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ROUTE DESCRIPTION

State Route 38 (SR-38) is conventional highway and expressway beginning at Interstate 10 in Redlands and terminating at its north junction with State Route 18 at the Big Bear Dam. The route varies from 2 to 4 lanes. The total route length is 59.4 miles and the route traverses the City of Redlands, unincorporated San Bernardino County, the San Bernardino National Forest, and the City of Big Bear Lake. SR-38 is a major route from the eastern San Bernardino Valley to the San Bernardino Mountain recreational centers. The entire length of SR-38 lies within District 8.

For the purposes of this study, SR-38 is divided into seven segments. Segments 1 and 2 serves commuters of the surrounding residential development and provides access to local businesses. Segments 3 through 7 connect the rural San Bernardino Mountains with urban areas of Southern California.

STATE ROUTE 38			
Segment	**County**	**Post Miles**	**Description**
1	SBd	0.0-0.6	I-10 to Lugonia Avenue
2	SBd	0.6-5.4	Orange Street to Garnet Avenue
3	SBd	5.4-15.0	Garnet Avenue to Valley of the Falls Drive
4	SBd	15.0-46.6	Valley of the Falls Drive to State Lane
5	SBd	46.6-48.2	State Lane to Big Bear Boulevard
6	SBd	48.2-49.5	Big Bear Boulevard to South Junction SR-18
Break in Route			
7	SBd	49.5-59.4	North Junction SR-18 to Big Bear Dam

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain a Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

Segment	Planned SCAG RTP Facility	LOS D Concept Facility	Additional Lanes Needed
1	4 MF	4 MF	-
2	4 MF	4 MF	-
3	2-4 MF	4 MF	2 MF
4	2 MF	2 MF	-
5	2 MF	4 MF	2 MF
6	2 MF	4 MF	2 MF
7	2 MF	2 MF	-

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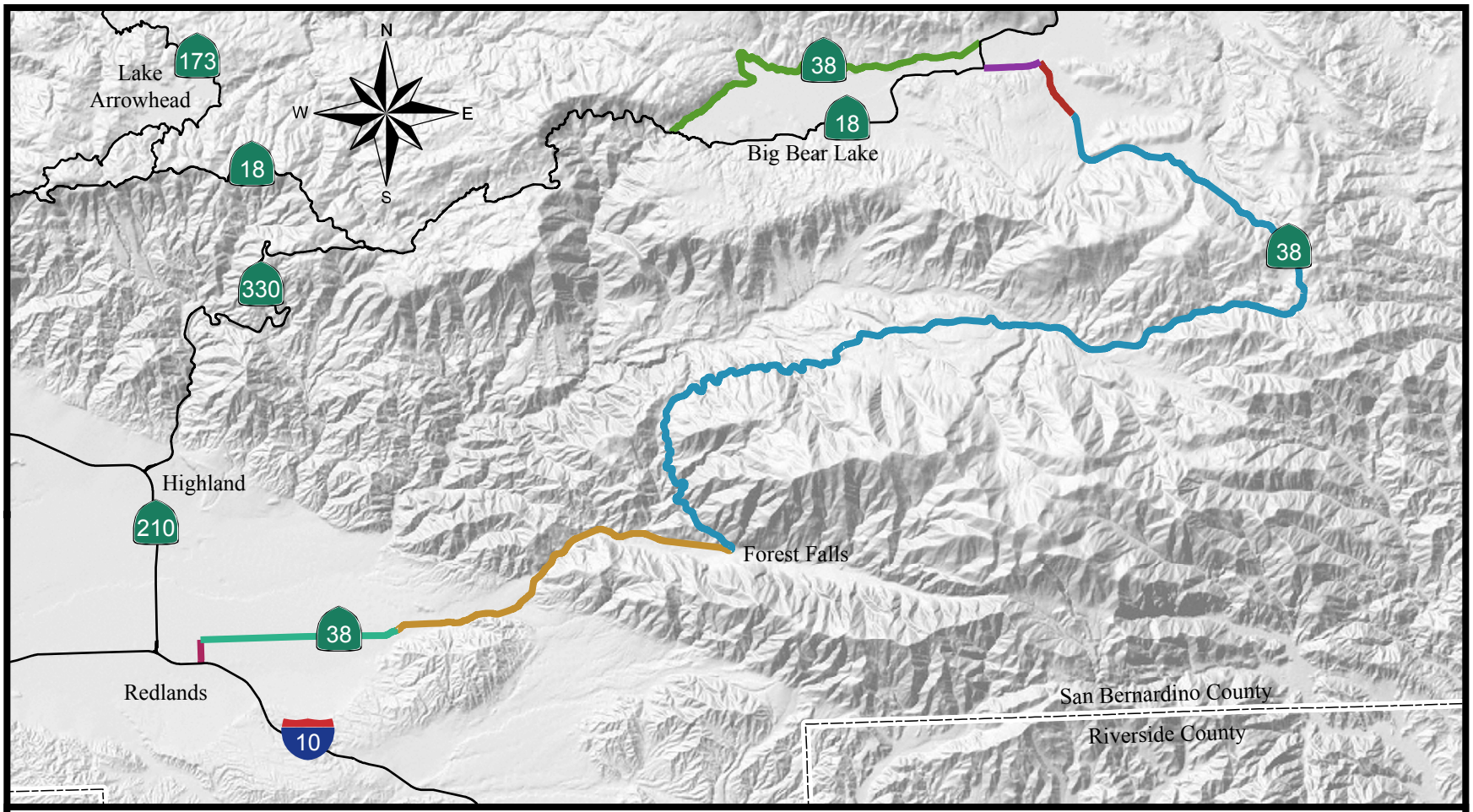

STATE ROUTE 38 SEGMENT MAP

Segment	Description
1.	I-10 to Lugonia Ave.
2.	Lugonia Ave. to Garnet Ave.
3.	Garnet Ave. to Valley of the Falls Dr.
4.	Valley of the Falls Dr. to State Ln.
5.	State Ln. to Big Bear Blvd.
6.	Big Bear Blvd. to S. Jct. SR-18
7.	N. Jct. SR-18 to Big Bear Dam

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SR-38: Segment 1

Segment Limits: I-10 to Lugonia Avenue
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: 0.0-0.6
Length: 0.6 mile
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		4 MF		Minimum Requirement	Concept
23,200	55%	2,390 (10.3%)	100 (4%)	V/C	LOS	V/C	LOS	Alternatives	4 MF
				0.88	E	0.38	B	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	0.1-0.6	Redlands	Redlands	Widen from 2 to 4 lanes
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-38: Segment 2

Segment Limits: Lugonia Avenue to Garnet Avenue
2035 Functional Classification: Conventional Highway
2035 Rural/Urban/Urbanized: Urban

County: San Bernardino
Post Miles: 0.6-5.4
Length: 4.8 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D Minimum Requirement	LOS D Concept
25,900	61%	2,670 (10.3%)	100 (3.9%)	2 MF		4 MF		4 MFE	4 MF
				V/C	LOS	V/C	LOS	Alternatives	
				1.09	F	0.48	C	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	0.1-0.6	Redlands	Redlands	Widen from 2 to 4 lanes
SBd	3.0-5.5	Redlands	Redlands	Widen from 2 to 4 lanes
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR- 38: Segment 3

Segment Limits: Garnet Ave to Valley of the Falls Dr.
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 5.4-15.0
Length: 9.6 miles
Grade Line: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2-4 MF		4 MFE	
11,100	72%	1,600 (14.4%)	90 (5.4%)	V/C	LOS	V/C	LOS	Alternatives	4 MF
				0.80	E	0.80	E	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	3.0-5.5	Redlands	Redlands	Widen from 2 to 4 lanes
SBd	5.5-8.0	Redlands	Caltrans	Widen from 2 to 4 lanes
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-38: Segment 4

Segment Limits: Valley of the Falls Dr. to State Lane
Functional Classification: Con. Hwy/Expressway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 15.0-46.6
Length: 31.6 miles
Grade Line: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		2 MFE	
6,100	76%	920 (15%)	50 (5.6%)	V/C	LOS	V/C	LOS	Minimum Requirement	Concept
				0.48	D	0.48	D	2 MF	2 MF

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
SBd	45.7-49.5	SBd Co.	Caltrans	Add 1 MF in each direction

SR- 38: Segment 5

Segment Limits: State Lane to Big Bear Blvd.
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 46.6-48.2
Length: 1.6 miles
Grade Line: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D Minimum Requirement	LOS D Concept
11,100	68%	1,320 (12%)	90 (6.6%)	2 MF		2 MF		4 MFE	4 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.63	E	0.63	E	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
SBd	45.7-49.5	SBd Co.	Caltrans	Add 1 MF in each direction

SR-38: Segment 6

Segment Limits: Big Bear Blvd. to S. Jct. SR-18
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 48.2-49.5
Length: 1.3 miles
Grade Line: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
18,400	64%	1,780 (9.7%)	130 (7.1%)	2 MF		2 MF		4 MFE	4 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.80	E	0.80	E	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
SBd	45.7-49.5	SBd Co.	Caltrans	Add 1 MF in each direction

SR- 38: Segment 7

Segment Limits: N. Jct. SR-18 to Big Bear Dam
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 49.5-59.4
Length: 9.9 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		Minimum Requirement	Concept
3,600	70%	690 (19.1%)	80 (11.8%)	V/C	LOS	V/C	LOS	Alternatives	2 MF
				0.34	D	0.34	D	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
SBd	45.7-49.5	SBd Co.	Caltrans	Add 1 MF in each direction

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INTERSTATE 40 CONCEPT

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ROUTE DESCRIPTION

Interstate 40 (I-40) is a major transcontinental transportation corridor linking Southern California with the East Coast, spanning eights southern states with a total of 2,554 miles; 154.6 are in District 8 consisting of four-lane freeway with truck climbing lanes at major grades. The route begins in Barstow, California and ends in Wilmington, North Carolina.

For purposes of this study, I-40 is divided into six segments. The entire route carries a high volume of truck traffic transporting goods across the nation and a significant volume of recreational trips to the Mojave Desert, the Colorado River, and states to the east. Additionally, Segments 1 through 3 serve local traffic in the City of Barstow while Segment 6 serves local traffic from the City of Needles.

INTERSTATE 40			
Segment	**County**	**Post Mile**	**Description**
1	SBd	0.0-R2.4	I-15 to Main Street
2	SBd	R2.4-R7.2	Main Street to "A" Street
3	SBd	R7.2-R107.2	"A" Street to Goff's Road
4	SBd	R107.2-R132.7	Goff's Road to US-95 North
5	SBd	R132.7-R143.8	US-95 North to US-95 South
6	SBd	R143.8-R154.6	US-95 South to Arizona State Line

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

Segment	Planned SCAG RTP Facility	LOS D Concept Facility	Additional Lanes Needed
1	4 MF	4 MF	-
2	4 MF	4 MF	-
3	4 MF	4 MF	-
4	4 MF	4 MF	-
5	4 MF	4 MF	-
6	4 MF	4 MF	-

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INTERSTATE 40 SEGMENT MAP

Segment	Description
1.	I-15 to Main St.
2.	Main St. to "A" St.
3.	"A" St. to Goff's Rd.
4.	Goff's Rd. to US-95 North
5.	US-95 North to US-95 South
6.	US-95 South to Arizona State Line

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I-40: Segment 1

Segment Limits: I-15 to Main Street
Functional Classification: Freeway
Rural/Urban/Urbanized: Urban

County: San Bernardino
Post Miles: 0.0-R2.4
Length: 2.4 miles
Grade Line: Level

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF		4 MF		4 MFE	
37,700	60%	3,770 (10%)	1,300 (34.5%)	V/C	LOS	V/C	LOS	Minimum Requirement	Concept
				0.61	C	0.61	C	4 MF	4 MF

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

I-40: Segment 2

Segment Limits: Main Street to "A" Street
Functional Classification: Freeway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: R2.4-R7.2
Length: 4.8 miles
Grade Line: Level

CONCEPT – 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF		4 MF		Minimum Requirement: 4 MFE	Concept: 4 MF
32,400	60%	3,240 (10%)	1,230 (37.9%)	V/C	LOS	V/C	LOS	Alternatives	
				0.55	C	0.55	C	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

I-40: Segment 3

Segment Limits: "A" Street to Goff's Road
Functional Classification: Freeway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: R7.2-R107.2
Length: 100.0 miles
Grade Line: Level

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
26,600	60%	2,660 (10%)	1,280 (48%)	4 MF		4 MF		4 MFE	4 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.47	B	0.47	B	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Mile	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

I-40: Segment 4

Segment Limits: Goff's Road to US-95 North
Functional Classification: Freeway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: R107.2-R132.7
Length: 25.5 miles
Grade Line: Level

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF		4 MF		4 MFE	
26,100	60%	2,610 (10%)	1,130 (43.2%)	V/C	LOS	V/C	LOS	Alternatives	4 MF
				0.45	B	0.45	B	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

I-40: Segment 5

Segment Limits: US-95 North to US-95 South
Functional Classification: Freeway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: R132.7-R143.8
Length: 11.1 miles
Grade Line: Level

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
35,700	60%	3,570 (10%)	1,150 (32.1%)	4 MF		4 MF		4 MFE	4 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.60	C	0.60	C	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

I-40: Segment 6

Segment Limits: US-95 South to Arizona State Line
Functional Classification: Freeway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: R143.8-R154.6
Length: 10.8 miles
Grade Line: Level

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D Minimum Requirement	LOS D Concept
29,700	60%	2,670 (9%)	910 (34%)	4 MF		4 MF		4 MFE	4 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.45	B	0.45	B	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

STATE ROUTE 58 CONCEPT

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ROUTE DESCRIPTION

State Route 58 (SR-58) begins at its junction with SR-101 (Santa Margarita), connecting with I-5 and US-99 in the greater Bakersfield area and US-395 at Kramer Junction in San Bernardino County, and ends at its junction with I-15 in the City of Barstow. The total length of SR-58 in District 8, from the Kern/San Bernardino County Line to its junction with I-15, is 35-miles.

For purposes of this study, SR-58 is divided into five segments. With a high percentage of truck traffic transporting goods, the route is a major east-west transportation corridor connecting Northern and Central California with Southern California and states to the east. The western portion of the facility (Segments 1 and 2) is a two-lane conventional highway bisected by US-395. The next portion of the route (Segments 3 and 4) is a four-lane and two-lane expressway, respectively. Segment 5 is a four-lane freeway connecting traffic to I-15 and I-40.

STATE ROUTE 58			
Segment	**County**	**Post Miles**	**Description**
1	SBd	R0.0-5.4	Kern/SBd County Line to US-395
2	SBd	5.4-R12.9	US-395 to 7.5 miles east of US-395
3	SBd	R12.9-R21.8	7.5 miles east of US-395 to 2.8 miles west of Hidden River Road
4	SBd	R21.8-R31.0	2.8 miles west of Hidden River Road to 0.7 miles east of Lenwood Road
5	SBd	R31.0-R34.8	0.7 miles east of Lenwood Road to I-15

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

Segment	Planned SCAG RTP Facility	LOS D Concept Facility	Additional Lanes Needed
1	4 MF	4 MF	-
2	4 MF	4 MF	-
3	4 MF	4 MF	-
4	4 MF	4 MF	-
5	4 MF	4 MF	-

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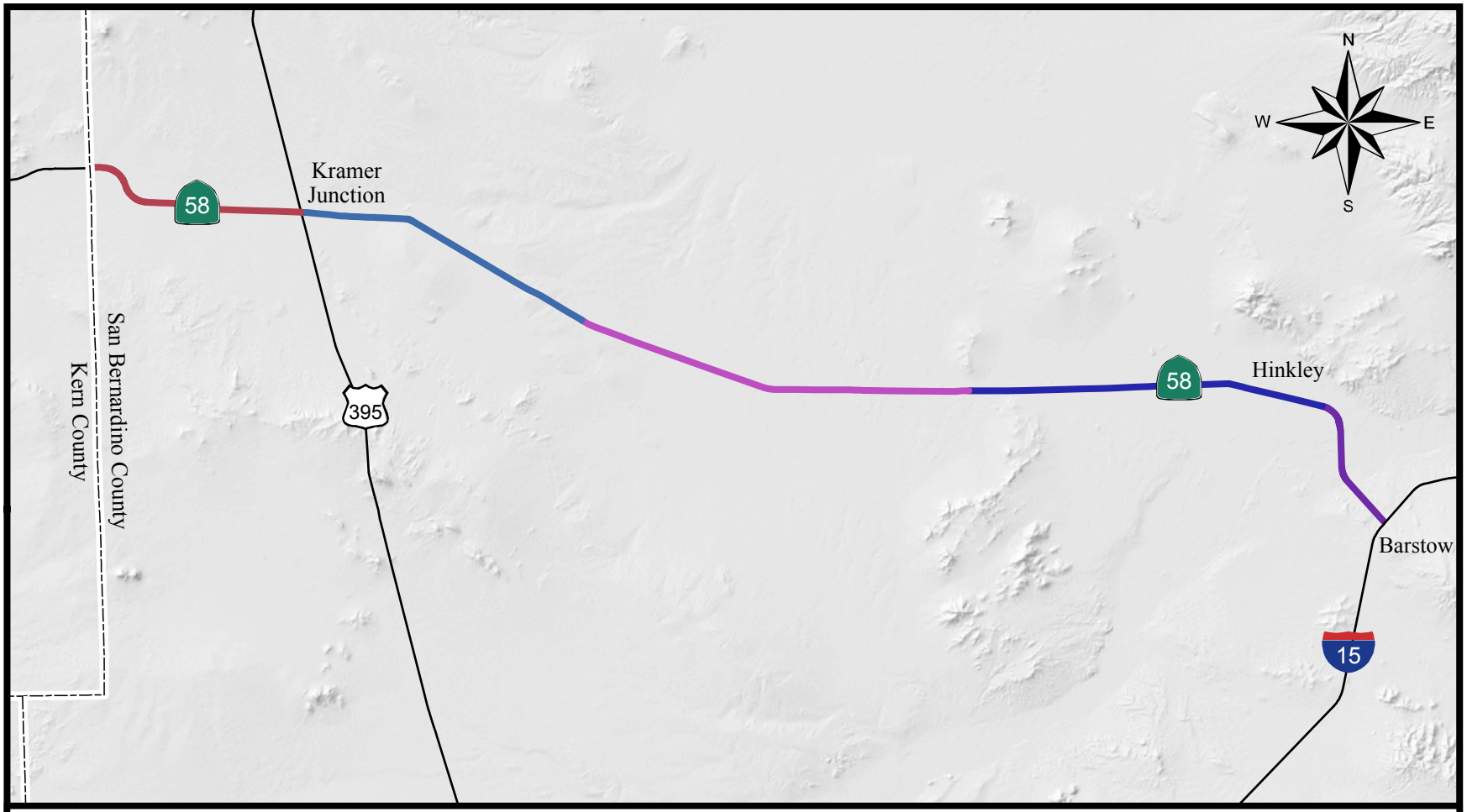

STATE ROUTE 58 SEGMENT MAP

Segment	Description
1.	Kern/SBd County Line to US-395
2.	US-395 to 7.5 mi. E/O US-395
3.	7.5 mi. E/O US-395 to 2.8 mi. W/O Hidden River Rd.
4.	2.8 mi. W/O Hidden River Rd. to 0.7 mi. E/O Lenwood Rd.
5.	0.7 mi. E/O Lenwood Rd. to I-15

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SR-58: Segment 1

Segment Limits: Kern/SBd County Line to US-395
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: R0.0-5.4
Length: 5.4 miles
Grade Line: Level

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
22,500	60%	2,270 (10.1%)	500 (22.3%)	2 MF		4 MF		4 MFE	4 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.82	E	0.41	B	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	R0.0-R12.9	Kramer Junction	Caltrans	Construct new expressway and Kramer Junction IC
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-58: Segment 2

Segment Limits: US-395 to 7.5 miles east of US-395
Functional classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 5.4-R12.9
Length: 7.5 miles
Grade Line: Level

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		4 MF		4 MFE	
22,200	63%	2,700 (12.2%)	400 (15.3%)	V/C	LOS	V/C	LOS	Alternatives	4 MF
				0.98	F	0.50	C	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	R0.0-R12.9	Kramer Junction	Caltrans	Construct new Expressway and Kramer Junction IC
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR- 58: Segment 3

Segment Limits: 7.5 miles east of US-395 to 2.8 miles west of Hidden River Road
County: San Bernardino

Functional Classification: Expressway
Rural/Urban/Urbanized: Rural

Post Miles: R12.9-R21.8
Length: 8.9 miles
Grade Line: Level

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D Minimum Requirement	LOS D Concept
22,200	62%	2,840 (12.8%)	450 (15.9%)	4 MF		4 MF		4 MFE	4 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.49	C	0.49	C	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-58: Segment 4

Segment Limits: 2.8 miles west of Hidden River Rd. to 0.7 miles east of Lenwood Rd.
Functional Classification: Expressway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: R21.8-R31.0
Length: 8.4 miles
Grade Line: Level

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		4 MF		4 MFE	
23,100	62%	2,930 (12.7%)	470 (16%)	V/C	LOS	V/C	LOS	Alternatives	4 MF
				1.06	F	0.50	C	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	R21.8-R31.0	Hinkley	Caltrans	Construct new Expressway and Hinkley Rd. and Lenwood Rd. IC
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-58: Segment 5

Segment Limits: 0.7 miles east of Lenwood Rd. to I-15
Functional Classification: Freeway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: R31.0-R34.8
Length: 3.8 miles
Grade Line: Level

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D Minimum Requirement	LOS D Concept
22,100	66%	2,590 (11.7%)	410 (16%)	4 MF		4 MF		4 MFE	4 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.44	B	0.44	B	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

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STATE ROUTE 60 CONCEPT

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ROUTE DESCRIPTION

State Route 60 (SR-60) is an east-west principal arterial traversing the urbanized and rural areas of Los Angeles, San Bernardino, and Riverside Counties. Beginning near the junction of Interstate Route 5 (I-5) and I-10 in Los Angeles, SR-60 terminates at its junction with I-10 in the City of Beaumont, Riverside County. Within District 8 in San Bernardino and Riverside Counties, SR-60 runs a distance of approximately 40.5 miles. SR-60, a freeway-expressway ranges from four lanes in rural areas to ten lanes in the urbanized areas.

For the purposes of this study, the route is divided into five segments. SR-60 serves the commercial centers of San Bernardino and Riverside areas, including the Ontario International airport. Segments 1 through 4 carry heavy amounts of commuter traffic including those destined for employment centers in Orange and Los Angeles Counties. Segment 5 mostly serves interregional and interstate traffic.

STATE ROUTE 60			
Segment	**County**	**Post Miles**	**Description**
1	SBd	R0.0-R9.9	LA/SBd County Line to SBd/Riv County Line
2	Riv	R0.0-12.2	SBd/Riv County Line to 60/91/215 Interchange
3	Riv	R12.2-19.1	60/215 East Interchange to Moreno Beach Drive
4	Riv	19.1-22.1	Moreno Beach Drive to Gilman Springs Road
5	Riv	22.1-30.5	Gilman Springs Road to10/60 Interchange

The following table compares the number of mainline lanes planned in the SCAG RTP with those needed in order to maintain Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

Segment	Planned SCAG RTP Facility	LOS D Concept Facility	Additional Lanes Needed
1	8 MF/2 HOV	10 MF/2 ML	2 MF
2	8 MF/2 HOV	8 MF/2 ML	-
3	4 MF/2 HOV	8 MF/2 ML	4 MF
4	4 MF/2 HOV	6 MF/2 ML	2 MF
5	4 MF	6 MF	2 MF

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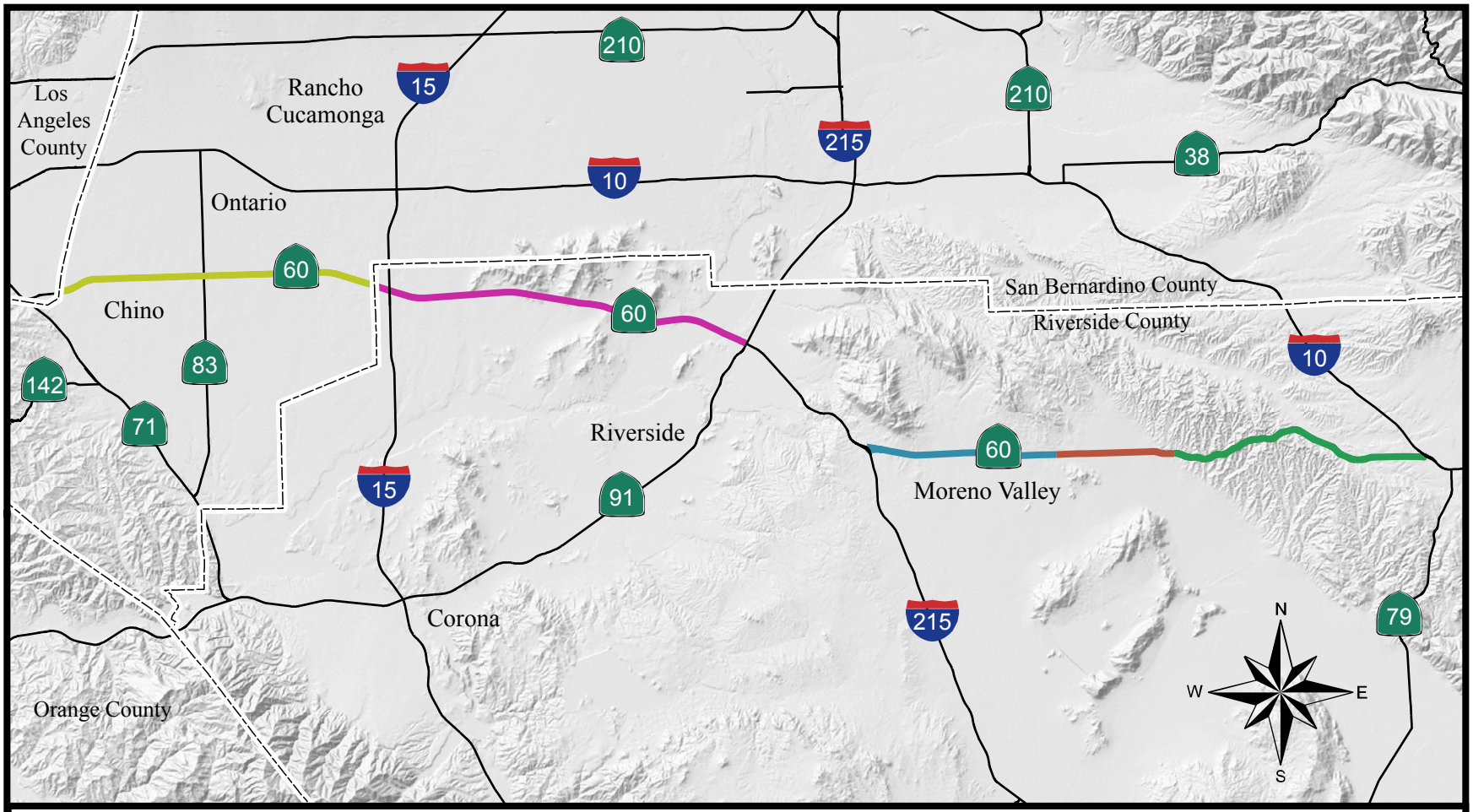

STATE ROUTE 60 SEGMENT MAP

Segment	Description
1.	LA/SBd County Line to SBd/Riv County Line
2.	SBd/Riv County Line to 60/91/215 IC
3.	60/91/215 IC to Moreno Beach Dr.
4.	Moreno Beach Dr. to Gilman Springs Rd.
5.	Gilman Springs Rd. to 10/60 IC

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SR- 60: Segment 1

Segment Limits: LA/SBd Co. Line to SBd/Riv Co. Line
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: R0.0-R9.9
Length: 9.9 miles
Grade Line: Level

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				8 MF/2 HOV		8 MF/2 HOV		Minimum Requirement: 12 MFE	Concept
				V/C	LOS	V/C	LOS	Alternatives	
271,300	51%	18,200 (6.7%)	1,400 (7.5%)	0.93	E	0.93	E	10MF/2 ML	10 MF/2 ML
								8MF/2 ML 6 MTR	
								8 MF/2 ML 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	R5.9	Ontario	Ontario	Improve Grove Ave. IC
SBd	R6.9	Ontario	Ontario	Improve Vineyard Ave. IC
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	R1.5-R9.9	Chino/Ontario	Caltrans	Improve aux. lanes/connectors
SBd	R2.1-R3.0	Chino	Caltrans/Chino	Improve Central Ave. IC
SBd	R3.6	Chino	Caltrans	Improve Mountain Ave. IC
SBd	R4.6-R5.0	Ontario	Ontario	Widen Euclid Ave. off ramps
SBd	R7.6-R7.8	Ontario	Ontario	Widen Archibald Ave. off ramps
SBd/Riv	R9.5-R0.0	Chino	Caltrans	Improve Haven Ave. IC
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR 60: Segment 2

Segment Limits: SBd/Riv County Line to 60/91/215 Interchange
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: R0.0-12.2
Length: 12.2 miles
Grade Line: Level

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
177,400	52%	13,100 (7.4%)	900 (7.2%)	8/6[1] MF/2 HOV		8/6[1] MF /2 HOV		10 MFE	8 MF/2 ML
				V/C	LOS	V/C	LOS	Alternatives	
				0.84	D	0.84	D	8MF/2 ML	
								6MF/2 ML 6 MTR	
								6 MF/2 ML 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	R0.5-7.5	Glen Avon	Caltrans	Add 2 MF and 2 HOV
Riv	R6.7-7.5	Sunnyslope	Riv Co.	Reconstruct/widen Valley Way IC and ramps
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd/Riv	R9.5-R0.0	Chino	Caltrans	Improve Haven Ave. IC
Riv	R0.9-11.9	Rubidoux	Caltrans	Add Auxiliary lanes
Riv	R2.5-R3.5	Glen Avon	Caltrans/Riv Co.	Reconstruct/widen Country Village Rd. IC and ramps
Riv	9.1-10.1	Rubidoux	Riv Co.	Reconstruct/widen Rubidoux Blvd. IC and ramps
Riv	11.2-R12.2	Riverside	Riverside	Reconstruct/widen Main St. IC and ramps
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

[1] *6 MF is between Valley Way undercrossing and 60/91/215 Interchange (PM7.5-12.2) only and will be used for the analysis.*

SR-60: Segment 3

Segment Limits: 60/215 East Interchange to Moreno Beach Dr.
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: R12.2-19.1
Length: 6.9 miles
Grade Line: Rolling

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF/2 HOV		4 MF/2 HOV		Minimum Requirement: 10 MFE	Concept: 8 MF/2 ML
				V/C	LOS	V/C	LOS	Alternatives	
144,700	58%	11,700 (8.1%)	940 (8%)	1.33	F	1.33	F	8MF/2 ML	
								4 MF/2 ML 180 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	R12.2-20.4	Riv/ Moreno Valley	RCTC	Add 2 HOV lanes
Riv	17.0-18.9	Moreno Valley	Moreno Valley	Widen Nason St. OC
Riv	18.1-18.9	Moreno Valley	Moreno Valley	Reconstruct/widen Nason St. IC and ramps
Riv	18.9-19.8	Moreno Valley	Moreno Valley	Reconstruct/widen Moreno Beach Dr. IC and ramps
Riv	19.0-21.0	Moreno Valley	Moreno Valley	Reconstruct/widen Redlands Blvd. IC and ramps
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	11.2-R12.2	Riverside	Riverside	Reconstruct/widen Main St. IC and ramps
Riv	14.8-15.8	Moreno Valley	Moreno Valley	Reconstruct/widen Heacock St. IC and ramps
Riv	15.9-16.9	Moreno Valley	Moreno Valley	Reconstruct/widen Perris Blvd. IC and ramps
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-60: Segment 4

Segment Limits: Moreno Beach Dr. to Gilman Springs Rd.
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: 19.1-22.1
Length: 3.0 miles
Grade Line: Rolling

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D Minimum Requirement	LOS D Concept
106,900	53%	8,000 (7.5%)	740 (9.3%)	4 MF/2 HOV		4 MF/2 HOV		8 MFE	6 MF/2 ML
				V/C	LOS	V/C	LOS	Alternatives	
				1.13	F	1.13	F	6 MF/2 ML	
								4 MF/2 ML 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	R12.2-20.4	Riv/ Moreno Valley	RCTC	Add 2 HOV lanes
Riv	18.9-19.8	Moreno Valley	Moreno Valley	Reconstruct/widen Moreno Beach Dr. IC and ramps
Riv	19.0-21.0	Moreno Valley	Moreno Valley	Reconstruct/widen Redlands Blvd. IC and ramps
Riv	20.0-22.0	Moreno Valley	Moreno Valley	Reconstruct/widen Theodore St. IC and ramps
Riv	21.0-23.0	Moreno Valley	Moreno Valley	Reconstruct/widen Gillman Springs Rd. IC and ramps
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	22.1-30.0	Riv Co. (Badlands)	Caltrans/RCTC	Add EB truck climbing lane
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-60: Segment 5

Segment Limits: Gilman Springs Road to 10/60 Interchange
Functional Classification: Freeway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: 22.1-30.5
Length: 8.4 miles
Grade Line: Rolling

CONCEPT - 2035 Facility

<table>
<tr><th rowspan="2">ADT</th><th rowspan="2">Dir. Split</th><th rowspan="2">Peak Hour</th><th rowspan="2">Truck Peak Hour</th><th colspan="2" rowspan="2">No-Build</th><th colspan="2" rowspan="2">Planned SCAG RTP</th><th colspan="2">LOS D</th></tr>
<tr><th>Minimum Requirement</th><th>Concept</th></tr>
<tr><td rowspan="4">95,500</td><td rowspan="4">56%</td><td rowspan="4">7,700 (8.0%)</td><td rowspan="4">750 (9.7%)</td><td colspan="2">4 MF</td><td colspan="2">4 MF/1T</td><td>6 MFE</td><td rowspan="4">6 MF</td></tr>
<tr><th>V/C</th><th>LOS</th><th>V/C</th><th>LOS</th><th>Alternatives</th></tr>
<tr><td rowspan="2">1.21</td><td rowspan="2">F</td><td rowspan="2">1.21</td><td rowspan="2">F</td><td>6 MF</td></tr>
<tr><td>4 MF/1T
90 MTB</td></tr>
</table>

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	21.0-23.0	Moreno Valley	Moreno Valley	Reconstruct/widen Gillman Springs Rd. IC and ramps
Riv	28.0-30.2	Beaumont	Beaumont/Riv Co.	Construct new Potrero Blvd. IC and ramps
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	22.1-30.0	Riverside County (Badlands)	Caltrans/RCTC	Add EB truck climbing lane
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

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STATE ROUTE 62 CONCEPT

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ROUTE DESCRIPTION

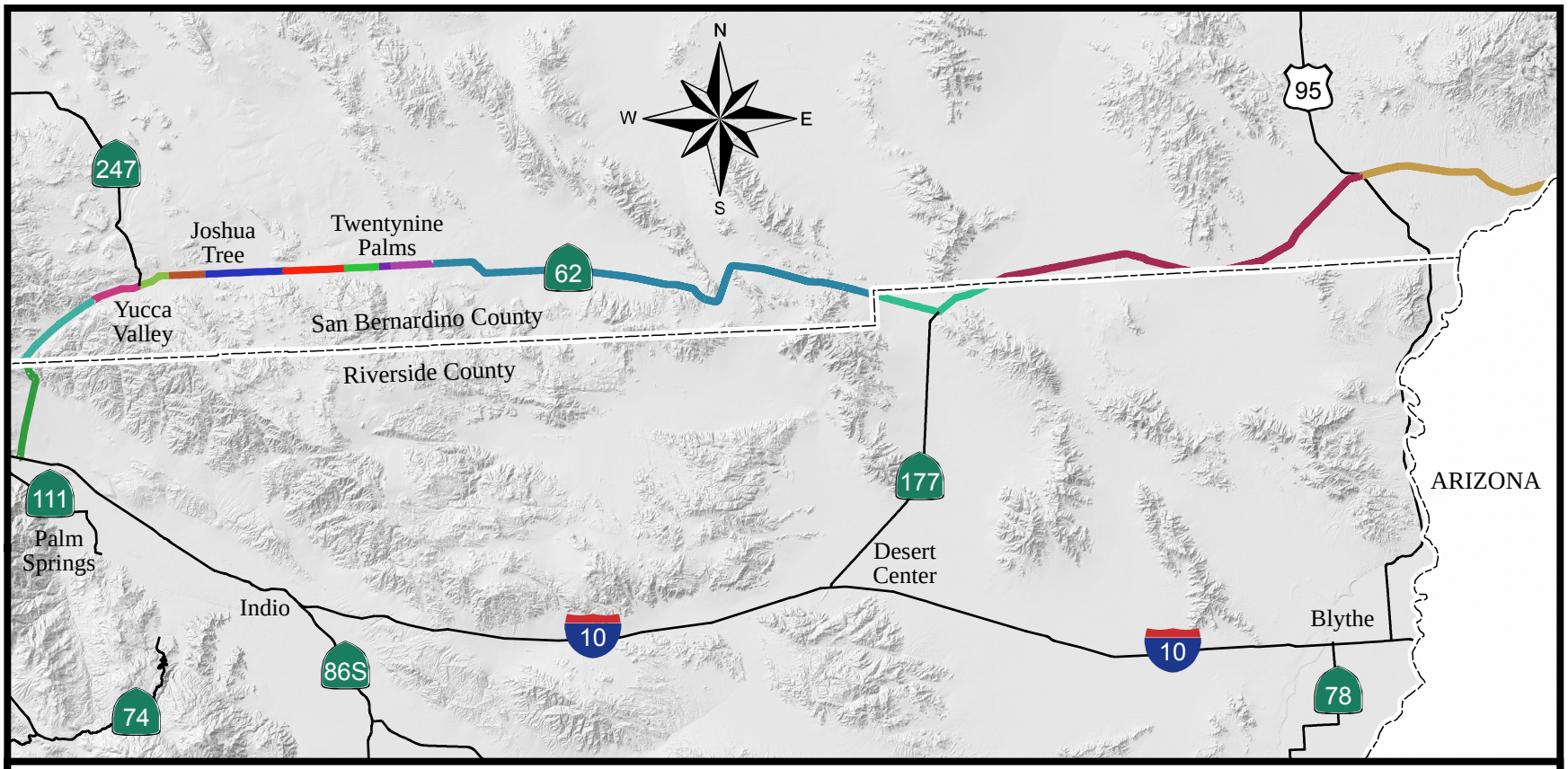
State Route 62 (SR-62) is a four-lane expressway from its junction with I-10 to 0.8 miles east of the Riverside-San Bernardino County Line. From its junction at I-10 to Sherwood Road immediately east of Yucca Valley, SR-62 is a four-lane divided conventional highway. From Sherwood Road to Adobe Road, in Twentynine Palms, SR-62 is a four-lane undivided conventional highway. From Adobe Road to the Arizona State line, SR-62 is a two lane conventional highway.

For the purposes of this study, SR-62 is divided into 14 segments. SR-62 traverses unincorporated portions of northern Riverside County and southern San Bernardino County. Providing access to the greater Los Angeles Metropolitan Area, Segments 1 through 10 also serve intercity traffic between the unincorporated communities of Morongo Valley, Joshua Tree and Earp, the Town of Yucca Valley, the City of Twentynine Palms and the United States Marine Corps Air/Ground Combat Training Center in Twentynine Palms. Segments 11 through 14 serve recreational traffic to the Colorado River and interstate travel to the state of Arizona. SR-62 is 151.9 Miles in length and lies entirely within District 8.

STATE ROUTE 62			
Segment	**County**	**Post Miles**	**Description**
1	Riv	0.0-9.2	I-10 to Riv/SBd County Line
2	SBd	0.0-8.3	Riv/SBd County Line to Yucca Valley City Limits
3	SBd	8.3-12.4	Yucca Valley City Limits to SR-247
4	SBd	12.4-15.1	SR-247 to Yucca Mesa Road
5	SBd	15.1-18.3	Yucca Mesa Road to Park Boulevard
6	SBd	18.3-25.2	Park Boulevard to Lee Drive
7	SBd	25.2-30.2	Lee Drive to Sunrise Road
8	SBd	30.2-33.2	Sunrise Road to Adobe Road
9	SBd	33.2-34.2	Adobe Road to Utah Trail
10	SBd	34.2-37.9	Utah Trail to Mojave Road
11	SBd	37.9-79.5	Mojave Road to SBd/Riv County Line
12	Riv	79.5-90.2	SBd/Riv County Line to Riv/SBd County Line
13	SBd	90.2-125.8	Riv/SBd County Line to US-95
14	SBd	125.8-142.7	US-95 to Arizona State Line

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

STATE ROUTE 62			
Segment	**Planned SCAG RTP Facility**	**LOS D Concept Facility**	**Additional Lanes Needed**
1	4 MF	6 MF	2 MF
2	4 MF	6 MF	2 MF
3	6 MF	6 MF	-
4	4 MF	4 MF	-
5	4 MF	4 MF	-
6	4 MF	4 MF	-
7	4 MF	4 MF	-
8	4 MF	4 MF	-
9	2 MF	2 MF	-
10	2 MF	2 MF	-
11	2 MF	2 MF	-
12	2 MF	2 MF	-
13	2 MF	2 MF	-
14	2 MF	2 MF	-



STATE ROUTE 62 SEGMENT MAP

Segment	Description	Segment	Description
1.	I-10 to Riv/SBd Co. Line	8.	Sunrise Rd. to Adobe Rd.
2.	Riv/SBd Co. Line to Yucca Valley City Limits	9.	Adobe Rd. to Utah Trail
3.	Yucca Valley Limits to SR-247	10.	Utah Trail to Mojave Rd.
4.	SR-247 to Yucca Mesa Rd.	11.	Mojave Rd. to SBd/Riv County Line
5.	Yucca Mesa Rd. to Park Blvd.	12.	SBd/Riv County Line to Riv/SBd County Line
6.	Park Blvd to Lee Dr.	13.	Riv/SBd County Line to US-95
7.	Lee Dr. to Sunrise Rd.	14.	US-95 to Arizona State Line

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SR-62: Segment 1

Segment Limits: I-10 to Riv/SBd County Line
Functional Classification: Expressway
Rural/Urban/Urbanized: Rural

Rolling/Mountainous

County: Riverside
Post Miles: 0.0-9.2
Length: 9.2 miles
Grade Line:

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D Minimum Requirement	LOS D Concept
41,000	69%	3,770 (9.2%)	280 (7.4%)	4 MF		4 MF		6 MFE	6 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.88	E	0.88	E	6 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-62: Segment 2

Segment Limits: Riv/SBd Co. Line to Yucca Valley Lmts. **County:** San Bernardino
Functional Classification: Conventional Highway **Post Miles:** 0.0-8.3
Rural/Urban/Urbanized: Rural **Length:** 8.3 miles
Grade Line: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF		4 MF		6 MFE	
44,900	63%	4,040 (9%)	290 (7.1%)	V/C	LOS	V/C	LOS	Alternatives	6 MF
				0.86	E	0.86	E	6 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-62: Segment 3

Segment Limits: Yucca Valley City Limits to SR-247
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural/Urban

County: San Bernardino
Post Miles: 8.3-12.4
Length: 4.1 miles
Grade Line: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF		6 MF		Minimum Requirement	Concept
45,100	59%	4,370 (9.7%)	310 (7.2%)	V/C	LOS	V/C	LOS	Alternatives	6 MF
				0.91	E	0.61	D	6 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
Major Planned Projects within the Segment (RTP and Programmed Projects)				
SBd	8.8-12.6	Yucca Valley	Caltrans	Widen from 4 to 6 Lanes
SBd	9.2-11.8	Yucca Valley	Caltrans	Widen/Realign from 4 to 6 Lanes
SBd	11.9-12.7	Yucca Valley	Caltrans	Widen from 4 to 6 Lanes
2008 Financially Constrained Regional Transportation (RTP) Projects				
SBd	9.0-11.9	Yucca Valley	Yucca Valley	Widen/Realign from 4 to 6 Lanes
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-62: Segment 4

Segment Limits: SR-247 to Yucca Mesa Road
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urban

County: San Bernardino
Post Miles: 12.4-15.1
Length: 2.7 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D Minimum Requirement	LOS D Concept
35,700	54%	3,280 (9.2%)	130 (4.0%)	4 MF		4/6[1] MF		4 MFE	4 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.50	C	0.50	C	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
Major Planned Projects within the Segment (RTP and Programmed Projects)				
SBd	8.8-12.6	Yucca Valley	Caltrans	Widen to 6 Lanes
SBd	11.9-12.7	Yucca Valley	Caltrans	Widen to 6 lanes
2008 financially constrained Regional Transportation (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

[1] *6 MF exists between PM 12.4-12.6 but is not used to calculate LOS in this analysis.*

SR-62: Segment 5

Segment Limits: Yucca Mesa Road to Park Blvd
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 15.1-18.3
Length: 3.2 miles
Grade Line: Level

Concept -2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF		4 MF		Minimum Requirement: 4 MFE	Concept: 4 MF
28,800	52%	2,510 (8.7%)	130 (5%)	V/C	LOS	V/C	LOS	Alternatives	
				0.35	B	0.35	B	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-62: Segment 6

Segment Limits: Park Blvd to Lee Drive
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 18.3-25.2
Length: 6.9 miles
Grade Line: Level

Concept -2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF		4 MF		Minimum Requirement: 4 MFE	Concept: 4 MF
24,800	51%	2,210 (8.9%)	110 (5%)	V/C	LOS	V/C	LOS	Alternatives	
				0.30	B	0.30	B	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-62: Segment 7

Segment Limits: Lee Drive to Sunrise Road
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urban

County: San Bernardino
Post Miles: 25.2-30.2
Length: 5.0 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF		4 MF		Minimum Requirement: 4 MFE	Concept
21,300	53%	1,900 (8.9%)	100 (5%)	V/C	LOS	V/C	LOS	Alternatives	4 MF
				0.26	A	0.26	A	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-62: Segment 8

Segment Limits: Sunrise Road to Adobe Road
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urban

County: San Bernardino
Post Miles: 30.2-33.2
Length: 3.0 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF		4 MF		Minimum Requirement: 4 MFE	Concept
18,200	63%	1,600 (8.8%)	70 (4.3%)	V/C	LOS	V/C	LOS	Alternatives	4 MF
				0.28	B	0.28	B	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 financially constrained Regional Transportation (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-62: Segment 9

Segment Limits: Adobe Road to Utah Trail
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urban

County: San Bernardino
Post Miles: 33.2-34.2
Length: 1.0 mile
Grade Line: Level

Concept -2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		2 MFE	
8,200	68%	650 (7.9%)	40 (5%)	V/C	LOS	V/C	LOS	Alternatives	2 MF
				0.29	C	0.29	C	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-62: Segment 10

Segment Limits: Utah Trail to Mojave Road
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urban

County: San Bernardino
Post Miles: 34.2-37.9
Length: 3.7 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
11,000	58%	1,330 (12.1%)	60 (4.3%)	2 MF		2 MF		2 MFE	2 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.51	D	0.51	D	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-62: Segment 11

Segment Limits: Mojave Road to SBd/Riv County Line
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 37.9-79.5
Length: 41.6 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D Minimum Requirement	LOS D Concept
2,400	71%	320 (13.3%)	70 (22.1%)	2 MF		2 MF		2 MFE	2 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.19	C	0.19	C	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-62: Segment 12

Segment Limits: SBd/Riv Co. Line to Riv/SBd Co. Line
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: 79.5-90.2
Length: 10.7 miles
Grade Line: Level

Concept 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
4,700	74%	650 (13.8%)	90 (14.3%)	2 MF		2 MF		2 MFE	2 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.33	C	0.33	C	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-62: Segment 13

Segment Limits: Riv/SBd County Line to US-95
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 90.2-125.8
Length: 35.6 miles
Grade Line: Level

Concept -2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		Minimum Requirement: 2 MFE	Concept
7,100	77%	940 (13.3%)	10 (1.0%)	V/C	LOS	V/C	LOS	Alternatives	2 MF
				0.48	D	0.48	D	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-62: Segment 14

Segment Limits: SR-95 to Arizona State Line
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 125.8-142.7
Length: 16.9 miles
Grade Line: Level

Concept -2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		Minimum Requirement: 2 MFE	Concept
12,000	76%	1,180 (9.8%)	40 (3.3%)	V/C	LOS	V/C	LOS	Alternatives	2 MF
				0.60	D	0.60	D	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

STATE ROUTE 66 CONCEPT

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ROUTE DESCRIPTION

State Route 66 (SR-66) is a four-lane conventional highway beginning at its intersection with Pepper Avenue and terminating at its intersection with 5th Street. The route is approximately 3.1 miles in length and lies entirely within the City of San Bernardino. SR-66 traverses the urban areas of the City of San Bernardino.

For purposes of this study, SR-66 is divided into two segments. SR-66 primarily operates as a local principal arterial and no longer functions as an interregional travel corridor. The majority of SR-66 has been relinquished to local jurisdictions and the remainder is recommended for relinquishment.

STATE ROUTE 66			
Segment	**County**	**Post Mile**	**Description**
1	SBd	20.1-21.4	Pepper Avenue to 4th Street
2	SBd	21.4-23.2	4th Street to 5th Street

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

Segment	Planned SCAG RTP Facility	LOS D Concept Facility	Additional Lanes Needed
1	4 MF	Relinquish	-
2	4 MF	Relinquish	-

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N
W
E
S
215
18
210
San Bernardino County
San Bernardino
66
215
Rialto
Colton
10
STATE ROUTE 66 SEGMENT MAP
Segment
Description
1. Pepper Ave. to 4th St.
2. 4th St. to 5th St.
Relinquished

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SR-66: Segment 1

Segment Limits: Pepper Ave to 4th St.
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: 20.1-21.4
Length: 1.3 miles
Grade Line: Level

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
29,200	54%	2,780 (7.8%)	50 (1.9%)	4 MF		4 MF		4 MFE	Relinquish
				V/C	LOS	V/C	LOS	Alternatives	
				0.36	B	0.36	B	N/A	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-66: Segment 2

Segment Limits: 4th St. to 5th St.
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: 21.4-23.2
Length: 1.8 miles
Grade Line: Level

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF		4 MF		Minimum Requirement: 4 MFE	Concept: Relinquish
23,200	58%	1,790 (7.7%)	20 (1%)	V/C	LOS	V/C	LOS	Alternatives	
				0.30	B	0.30	B	N/A	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

STATE ROUTE 71 CONCEPT

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ROUTE DESCRIPTION

State Route 71 (SR-71) begins at its junction with Interstate 210 in San Dimas in Los Angeles County and extends southeasterly through San Bernardino County ending at its junction with State Route 91 (SR-91) in Riverside County. The total route length is 15.9 miles. In District 8, SR-71 begins at the Los Angeles/San Bernardino County line and ends at its junction with SR-91 in Riverside County, a distance of 8.4 miles in San Bernardino County and 3.0 miles in Riverside County.

For the purposes of this study, SR-71 is divided into three segments. The route serves heavy traffic from the communities of Chino, Ontario, and Pomona and continues to Orange and Los Angeles Counties. SR-71 is a connecting link for major east-west corridors including I-210, I-10, SR-60, and SR-91. SR-71 also serves as an intraregional route circulating significant volumes of local traffic.

State Route 71			
Segment	**County**	**Post Mile**	**Description**
1	SBd	R0.0-5.7	LA/SBd County Line to 1 mile north of Pine Avenue
2	SBd	5.7-8.4	1 mile north of Pine Avenue to SBd/Riv County Line
3	Riv	0.0-3.0	SBd/Riv County Line to SR-91

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

Segment	Planned SCAG RTP Facility	LOS D Concept Facility	Additional Lanes Needed
1	6 MF/2 HOV	6 MF/2 ML	-
2	4 MF/2 HOV	6 MF/2 ML	2 MF
3	6 MF	6 MF/2 ML	2 ML

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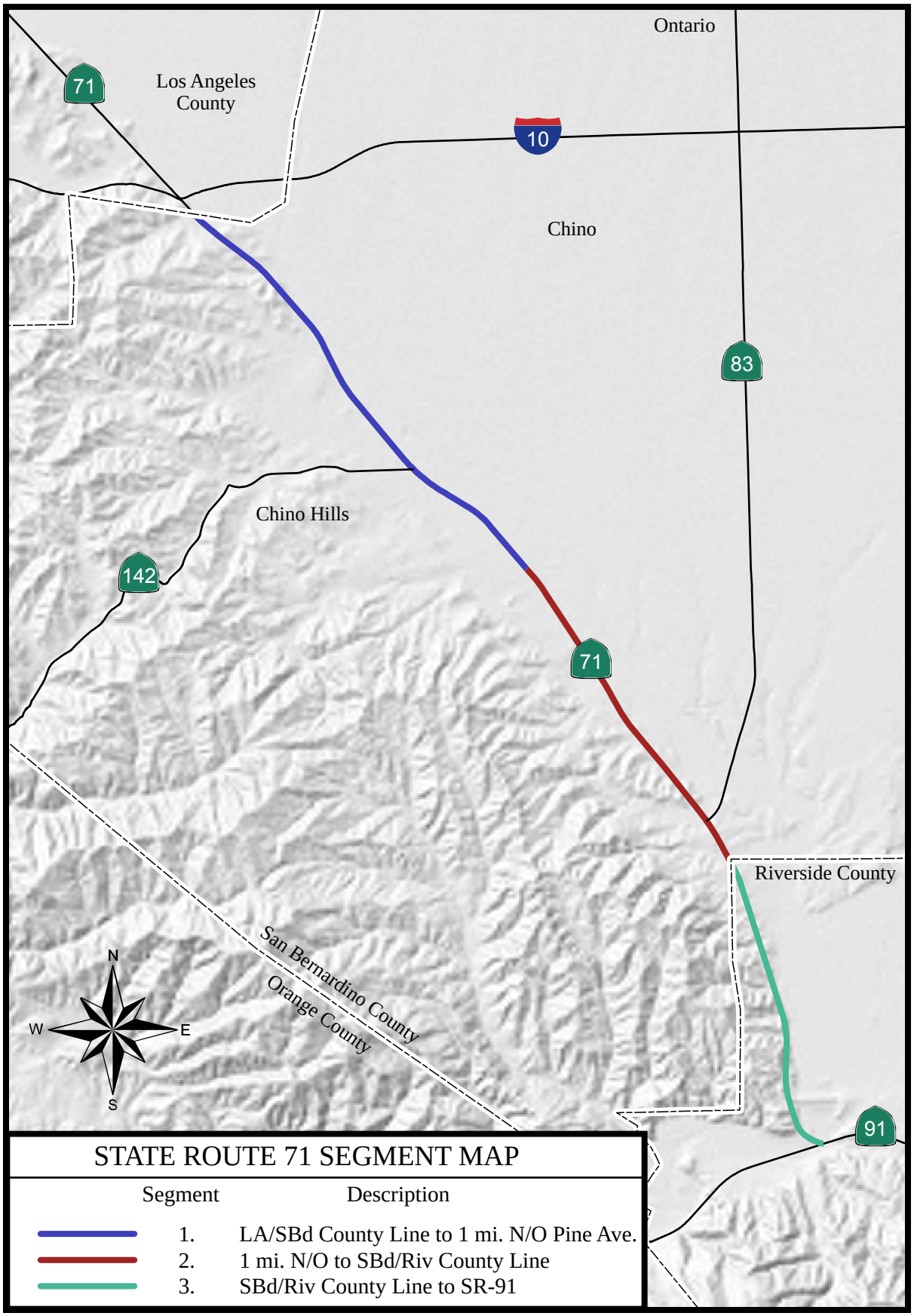
Ontario
Los Angeles County
71
10
Chino
83
Chino Hills
142
71
Riverside County
San Bernardino County
Orange County
N
W
E
S
91
STATE ROUTE 71 SEGMENT MAP
Segment
Description
1. LA/SBd County Line to 1 mi. N/O Pine Ave.
2. 1 mi. N/O to SBd/Riv County Line
3. SBd/Riv County Line to SR-91

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SR-71: SEGMENT 1

Segment Limits: LA/SBd Co. Line to Soquel Cyn. Rd.
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: R0.0-5.7
Length: 5.7 miles
Grade Line: Rolling

Concept -2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				6 MF/2 HOV		6 MF/2 HOV		Minimum Requirement: 8 MFE	
143,300	52%	12,470 (8.7%)	835 (6.7%)	V/C	LOS	V/C	LOS	Alternatives	6 MF/2 ML
				0.83	D	0.84	D	6 MF /2 ML	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No Projects Are Planned For This Segment Through 2014				
2008 financially constrained Regional Transportation (RTP) Projects				
No Projects Are Planned For This Segment Through 2035				
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

SR-71: SEGMENT 2

Segment Limits: Soquel Cyn. Rd. to SBd/Riv Co. Line
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: 5.7-8.4
Length: 2.7 miles
Grade Line: Rolling

Concept -2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF/2 HOV		4 MF/2 HOV		Minimum Requirement: 8 MFE	Concept: 6 MF/2 ML
126,700	52%	11,280 (8.9%)	710 (6.3%)	V/C	LOS	V/C	LOS	Alternatives	
				1.10	F	1.10	F	6 MF/2 ML 4 MF/2 ML 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No Projects Are Planned For This Segment Through 2014				
2008 financially constrained Regional Transportation (RTP) Projects				
No Projects Are Planned For This Segment Through 2035				
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

SR-71: SEGMENT 3

Segment Limits: SBd/Riv Co. Line to SR-91
Functional Classification: Expressway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: 0.0-3.0
Length: 3.0 miles
Grade Line: Rolling

Concept -2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF		6 MF		8 MF	
				V/C	LOS	V/C	LOS	Alternatives	
138,100	53%	12,150 (8.8%)	730 (6.0%)	1.64	F	1.10	F	6 MF/2 ML	6 MF/2 ML
								6 MF 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	0.0-2.7	Corona	Caltrans	Widen to 4 lanes
2008 financially constrained Regional Transportation (RTP) Projects				
Riv	0.0-3.0	Prado Flood Control Basin	RCTC	Widen to 3 lanes each direction
Riv	2.6-3.0	Corona	Caltrans	Bridge widen to 4 lanes
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

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STATE ROUTE 74 CONCEPT

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ROUTE DESCRIPTION

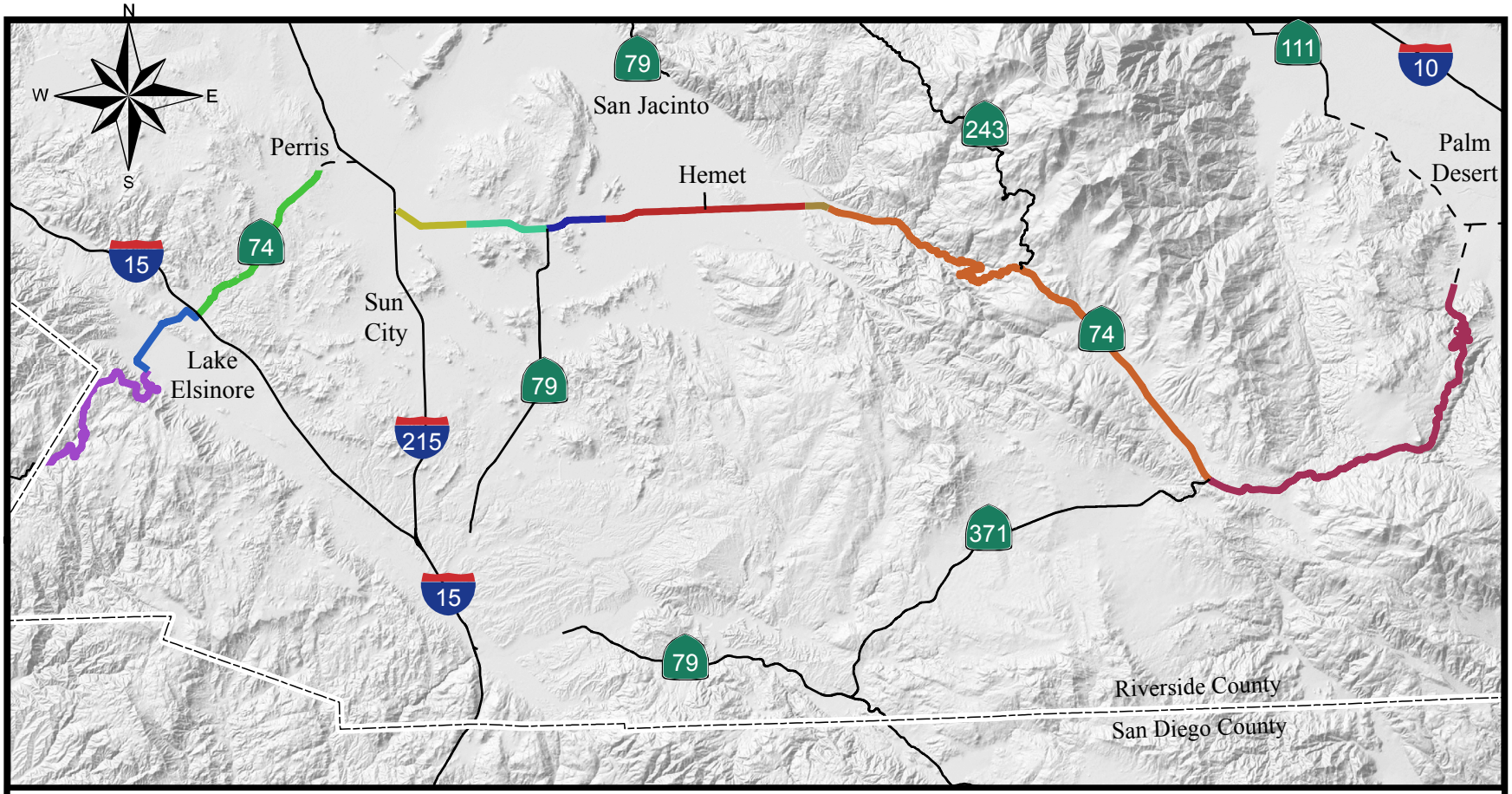
State Route 74 (SR-74) begins at Interstate Route 5 near San Juan Capistrano in Orange County and proceeds easterly to Interstate 10 (I-10) north of Palm Desert in Riverside County. Within District 8, SR-74 is 101.5 mile in length beginning at the Riverside- Orange County Line and ending at Palm Desert city limits. 5.5 miles of SR-74 is unconstructed between SR-111 and I-10.

For the purposes of this study, SR-74 is divided into 12 segments. The route traverses the Cities of Lake Elsinore, Perris, Hemet and Palm Desert, as well as unincorporated parts of Riverside County. SR-74 is primarily a two-lane conventional highway with four-lane sections through urban areas.

STATE ROUTE 74			
Segment	**County**	**Post Mile**	**Description**
1	Riv	0.00-11.8	Orange/Riverside County Line to Grand Avenue
2	Riv	11.8-17.3	Grand Avenue to I-15
3	Riv	17.3-25.8	I-15 to Seventh Street
Break in Route			
4	Riv	27.5-30.8	I-215 to Briggs Road
5	Riv	30.8-34.3	Briggs Road to SR-79 South
6	Riv	34.3-38.0	SR-79 South to Cawston Avenue
7	Riv	38.0-45.6	Cawston Avenue to Lincoln Avenue
8	Riv	45.6-46.6	Lincoln Avenue to Shultz Road
9	Riv	46.6-71.8	Shultz Road to SR-371
10	Riv	71.8-R92.3	SR-371 to Cahuilla Way
11	Riv	R96.0-101.5	Unconstructed

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

STATE ROUTE 74			
Segment	**Planned SCAG RTP Facility**	**LOS D Concept Facility**	**Additional Lanes Needed**
1	2 MF	4 MF	2 MF
2	6 MF	6 MF	-
3	4 MF	4 MF	-
4	4 MF	4 MF	-
5	6 MF	6 MF	-
6	6 MF	6 MF	-
7	4 MF	4 MF	-
8	4 MF	4 MF	-
9	2 MF	2 MF	-
10	2 MF	2 MF	-
11	Unconstructed	Unconstructed	-



STATE ROUTE 74 SEGMENT MAP

Segment	Description
1.	Org/Riv County Line to Grand Ave.
2.	Grand Ave. to I-15
3.	I-15 to Seventh St.
4.	I-215 to Briggs Rd.
5.	Briggs Rd. to SR-79 South
6.	SR-79 South to Cawston Ave.
7.	Cawston Ave. to Lincoln Ave.
8.	Lincoln Ave. to Schultz Rd.
9.	Schultz Rd. to SR-371
10.	SR-371 to Cahuilla Way
	Relinquished

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SR-74: Segment 1

Segment Limits: Or/Riv County Line to Grand Ave.
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: 0.00-11.8
Length: 11.8 miles
Grade Line: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		4 MFE	
16,800	74%	2,070 (12.3%)	40 (2.0%)	V/C	LOS	V/C	LOS	Alternatives	4 MF
				1.04	F	1.04	F	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No Projects Are Planned For This Segment Through 2014				
2008 Financially Constrained Regional Transportation (RTP) Projects				
No Projects Are Planned For This Segment Through 2035				
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

SR-74: Segment 2

Segment Limits: Grand Ave. to I-15
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urban

County: Riverside
Post Miles: 11.8-17.3
Length: 5.5 miles
Grade Line: Rolling

Concept- 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		6 MF		Minimum Requirement	Concept
44,700	56%	3,800 (8.5%)	110 (2.9%)	V/C	LOS	V/C	LOS	Alternatives	6 MF
				1.39	F	.58	C	6 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	14.2-17.3	Lake Elsinore	Lake Elsinore	Widen from 4 to 6 lanes
2008 Financially Constrained Regional Transportation (RTP) Projects				
Riv	11.8-14.2	Lake Elsinore	Lake Elsinore	Widen from 4 to 6 lanes
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

SR-74: Segment 3

Segment Limits: I-15 to Seventh St.
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: 17.3-25.8
Length: 8.5 miles
Grade Line: Level

Concept -2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D Minimum Requirement	LOS D Concept
48,100	53%	4,280 (8.9%)	210 (4.8%)	4 MF		4 MF*		4 MFE	4 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.63	D	.63	D	4 MF	

*****6 MF from PM 17.3 to 22.7
*Segment analyzed as 4 MF

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	17.3-22.7	Lake Elsinore, Perris	Riverside County	Widen from 4 to 6 lanes
2008 Financially Constrained Regional Transportation (RTP) Projects				
No Projects Are Planned For This Segment Through 2035				
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

SR-74: Segment 4

Segment Limits: I-215 to Briggs Rd.
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: 27.5-30.8
Length: 3.3 miles
Grade Line: Level

Concept- 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
45,600	52%	3,780 (8.3%)	190 (5%)	4 MF		4 MF		4 MFE	4 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.61	C	0.61	C	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No Projects Are Planned For This Segment Through 2014				
2008 Financially Constrained Regional Transportation (RTP) Projects				
No Projects Are Planned For This Segment Through 2035				
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

SR-74: Segment 5

Segment Limits: Briggs Rd. to SR-79 South
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: 30.8-34.3
Length: 3.5 miles
Grade Line: Level

Concept -2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
50,800	51%	4,420 (8.7%)	220 (5%)	4 MF		6 MF		4 MFE	6 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.60	D	0.40	B	6 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No Projects Are Planned For This Segment Through 2014				
2008 Financially Constrained Regional Transportation (RTP) Projects				
Riv	30.8-34.3	Riverside County	Riverside County	Widen from 4 to 6 lanes
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

SR-74: Segment 6

Segment Limits: SR-79 South to Cawston Ave.
2035 Functional Classification: Conventional Highway
2035 Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: 34.3-38.0
Length: 3.7 miles
Grade Line: Level

Concept -2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D Minimum Requirement	LOS D Concept
56,000	54%	4,760 (8.5%)	240 (5%)	4 MF		6 MF		4 MFE	6 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.67	D	0.45	B	6 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No Projects Are Planned For This Segment Through 2014				
2008 Financially Constrained Regional Transportation (RTP) Projects				
Riv	34.3-38.0	Hemet	Hemet	Widen from 4 to 6 lanes
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

SR-74: Segment 7

Segment Limits: Cawston Ave. to Lincoln Ave.
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urban

County: Riverside
Post Miles: 38.0-45.6
Length: 7.6 miles
Grade Line: Level

Concept- 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D Minimum Requirement	LOS D Concept
43,700	54%	3,760 (8.6%)	180 (4.8%)	4 MF		4 MF		4 MFE	4 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.51	C	0.51	C	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No Projects Are Planned For This Segment Through 2014				
2008 financially constrained Regional Transportation (RTP) Projects				
No Projects Are Planned For This Segment Through 2035				
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

SR-74: Segment 8

Segment Limits: Lincoln Ave. to Shultz Rd.
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urban

County: Riverside
Post Miles: 45.6-46.6
Length: 1.0 mile
Grade Line: Level

Concept -2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF		4 MF		Minimum Requirement: 4 MFE	
7,200	60%	800 (11.1%)	30 (4%)	V/C	LOS	V/C	LOS	Alternatives	Concept: 4 MF
				0.13	A	0.13	A	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No Projects Are Planned For This Segment Through 2014				
2008 financially constrained Regional Transportation (RTP) Projects				
No Projects Are Planned For This Segment Through 2035				
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

SR-74: Segment 9

Segment Limits: Shultz Road to SR-371
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: 46.6-71.8
Length: 25.2 miles
Grade Line: Rolling

Concept -2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		Minimum Requirement	Concept
6,200	60%	690 (11.2%)	30 (4%)	V/C	LOS	V/C	LOS	Alternatives	2 MF
				0.31	D	0.31	D	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No Projects Are Planned For This Segment Through 2014				
2008 financially constrained Regional Transportation (RTP) Projects				
No Projects Are Planned For This Segment Through 2035				
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

SR-74: Segment 10

Segment Limits: SR-371 to Cahuilla Way
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: 71.8-R92.3
Length: 20.5 miles
Grade Line: Rolling

Concept -2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		Minimum Requirement	Concept
6,300	52%	780 (12.3%)	30 (3.2%)	V/C	LOS	V/C	LOS	Alternatives	2 MF
				0.30	C	0.30	C	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No Projects Are Planned For This Segment Through 2014				
2008 financially constrained Regional Transportation (RTP) Projects				
No Projects Are Planned For This Segment Through 2035				
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

SR-74: Segment 11

Segment Limits: Unconstructed
Functional Classification: Unconstructed
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: R96.0-101.5
Length: 5.5 miles
Grade Line: N/A

Concept -2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D Minimum Requirement	LOS D Concept
N/A	N/A	N/A	N/A	N/A		N/A		N/A	N/A
				V/C	LOS	V/C	LOS	Alternatives	
				N/A	N/A	N/A	N/A	N/A	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
N/A				
2008 financially constrained Regional Transportation (RTP) Projects				
N/A				
Strategic Plan Projects (Unconstrained)				
N/A				

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STATE ROUTE 78 CONCEPT

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ROUTE DESCRIPTION

State Route 78 (SR-78) extends 192.2 miles from its junction with Interstate 5 (I-5) south of Oceanside in San Diego County continuing northeast through Imperial County ending at its junction with I-10 near Blythe in Riverside County. The District 8 portion of SR-78 is located within the eastern Riverside County area near the Colorado River and State of Arizona border. SR-78 is a two-lane conventional highway extending from the Imperial County line 16.2 miles north to its junction with Interstate 10 (I-10), 5 miles west of the City of Blythe and US-95.

For the purposes of this study, SR-78 is divided into one segment. SR-78 serves the small agricultural communities of Palo Verde in Imperial County, immediately south, abutting the Riverside County Line and the community of Ripley.

STATE ROUTE 78			
Segment	**County**	**Post Miles**	**Description**
1	Riv	0.00-16.4	Imperial/Riverside County Line to I-10

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

Segment	Planned SCAG RTP Facility	LOS D Concept Facility	Additional Lanes Needed
1	2 MF	2 MF	-

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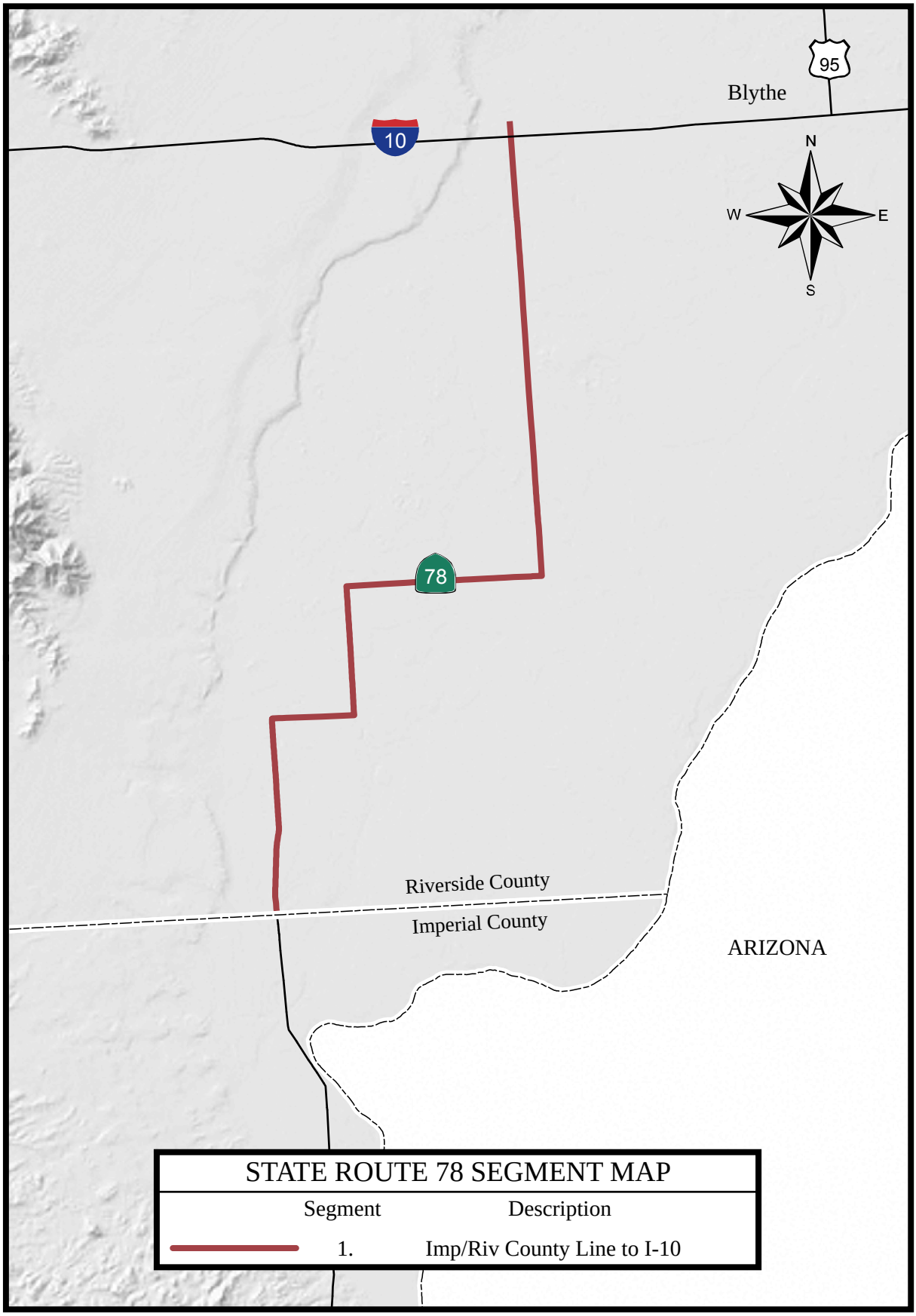
95
Blythe
10
N
W
E
S
78
Riverside County
Imperial County
ARIZONA
STATE ROUTE 78 SEGMENT MAP
Segment
Description
1.
Imp/Riv County Line to I-10

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SR-78: SEGMENT 1

Segment Limits: Imperial/Riverside County Line to I-10
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: 0.0 - 16.4
Length: 16.4 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		2 MFE	
2,800	74%	310 (11.2%)	15 (4.8%)	V/C	LOS	V/C	LOS	Alternatives	2 MF
				0.17	C	0.17	C	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

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STATE ROUTE 79 CONCEPT

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ROUTE DESCRIPTON

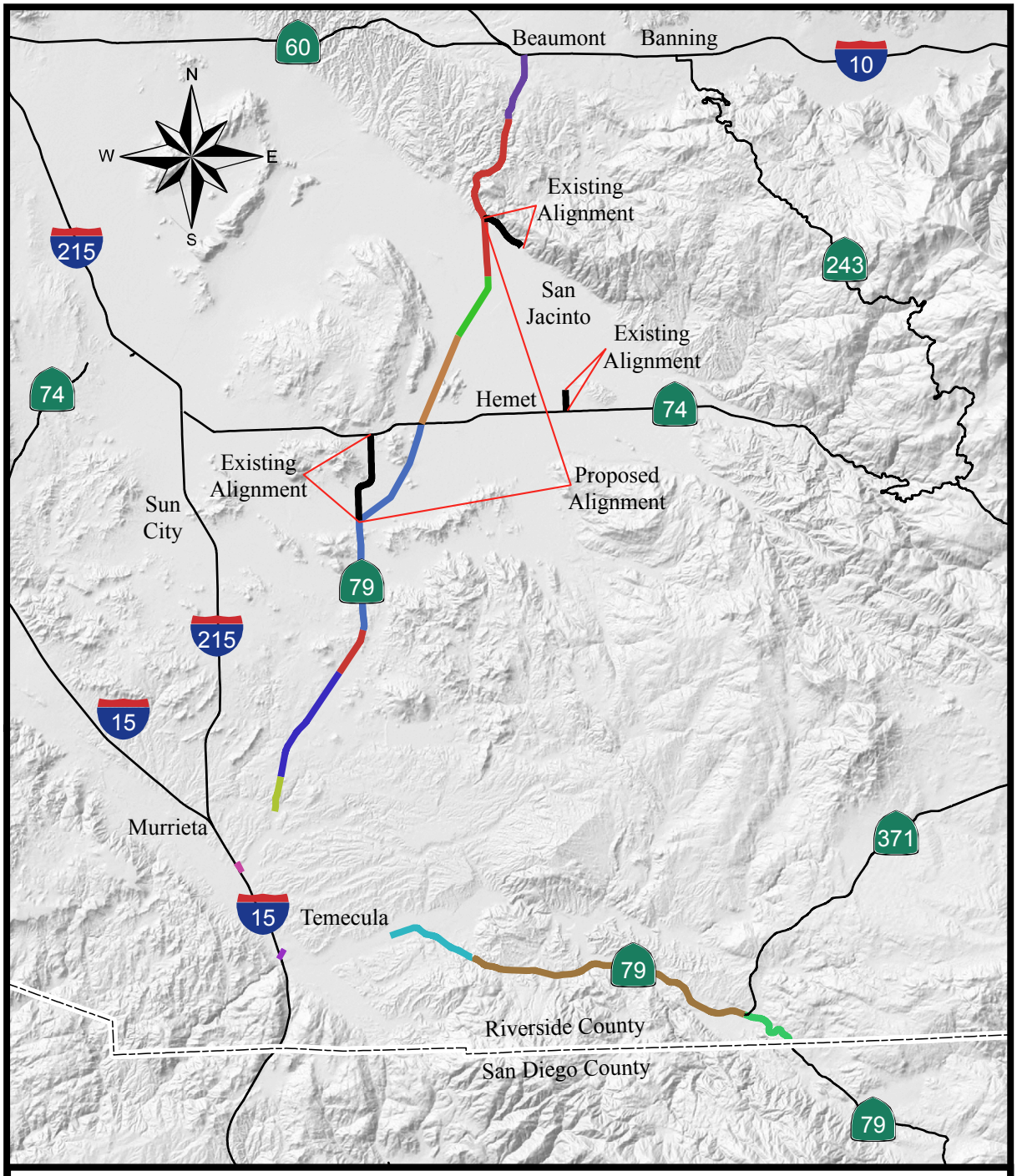
Beginning in San Diego County at Interstate 8 (I-8) and ending at Interstate 10 (I-10) in the City of Beaumont, Riverside County, State Route 79 (SR-79) is a conventional highway, 106.9 miles in length. Within District 8, SR-79 begins at the San Diego/Riverside County Line and terminates at Interstate 10 (I-10), a distance of approximately 51.1 miles and ranges from two to six lanes in width.

For purposes of this study, SR-79 is divided into thirteen segments. SR-79 serves as an interregional route linking the rural areas of San Diego County to the communities of western Riverside County. In addition, it serves intra-regional traffic connecting the communities of Rancho California, Temecula, Murrieta, Murrieta Hot Springs, Winchester, Hemet, San Jacinto, and Beaumont. Segments 1 through 3 serve interregional traffic between San Diego and Riverside County. Segments 4 and 5 operate as major arterials serving local traffic in the City of Temecula. Segments 6 through 9 are rural segments serving interregional travel through Riverside County and local traffic from the community of Winchester. Segments 9 and 10 traverse small urban areas of Hemet and San Jacinto. Segments 10 and 11 traverse mountainous terrain connecting southwestern Riverside County to Banning and Beaumont and to I-10.

STATE ROUTE 79			
Segment	**County**	**Post Miles**	**Limits Description**
1	Riv	0.0-2.3	San Diego/Riverside County Line to SR-371
2	Riv	2.3-12.5	SR-371 to Pauba Road
3	Riv	12.5-16.0	Pauba Rd. to Temecula City Limits
Break in Route			
4	Riv	19.5-19.8	Bedford Court to South Junction I-15
Break in Route			
5	Riv	R2.2-R2.5	North Junction I-15 to Ynez Road
Break in Route			
6	Riv	R4.7-R6.0	Murrieta Hot Springs Road to Hunter Road
7	Riv	R6.0-R10.5	Hunter Road to Abelia Street
8	Riv	R10.5-R12.2	Abelia Street to Scott Road/Washington Street
9	Riv	R12.2-R19.1	Scott Road/Washington Street to SR-74
10	Riv	25.7-28.4	SR-74 to S. Santa Fe Avenue
11	Riv	28.4-34.2	S. Santa Fe Ave. to Potter Rd.
12	Riv	34.2-38.1	Potter Road to Potrero Boulevard
13	Riv	38.1-40.4	Potrero Boulevard to I-10

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

STATE ROUTE 79			
Segment	**Planned SCAG RTP Facility**	**LOS D Concept Facility**	**Additional Lanes Needed**
1	2 MF	4 MF	2 MF
2	2 MF	2 MF	-
3	2 MF	2 MF	-
4	8 MF	4 MF	-
5	6 MF	6 MF	-
6	6 MF	6 MF	-
7	6 MF	6 MF	-
8	6 MF	6 MF	-
9	6 MF	8 MF	2 MF
10	6 MF	8 MF	2 MF
11	6 MF	4 MF	-
12	4 MF	8 MF	4 MF
13	4 MF	6 MF	2 MF



STATE ROUTE 79 SEGMENT MAP

Segment	Description	Segment	Description
1.	SD/Riv County Line to SR-371	8.	Abelia St. to Scott Rd./Washington St.
2.	SR-371 to Pauba Rd.	9.	Scott Rd./Washington St. to SR-74
3.	Pauba Rd. to Temecula City Limits	10.	SR-74 to S. Santa Fe Ave.
4.	Bedford Court to South Jct. I-15	11.	S. Santa Fe Ave. to Potter Rd.
5.	North Jct. I-15 to Ynez Rd.	12.	Potter Rd. to Potrero Blvd.
6.	Murrieta Hot Springs Rd. to Hunter Rd.	13.	Potrero Blvd. to I-10
7.	Hunter Rd. to Albia St.		

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SR-79: SEGMENT 1

Segment Limits: San Diego/Riverside County Line to SR-371
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: 0.0 - 2.3
Length: 2.3 miles
Grade Line: Rolling

Concept - 2035 Facility

<table>
<tr><th rowspan="2">ADT</th><th rowspan="2">Dir. Split</th><th rowspan="2">Peak Hour</th><th rowspan="2">Truck Peak Hour</th><th colspan="2" rowspan="2">No-Build</th><th colspan="2" rowspan="2">Planned SCAG RTP</th><th colspan="2">LOS D</th></tr>
<tr><th>Minimum Requirement</th><th>Concept</th></tr>
<tr><td rowspan="4">11,100</td><td rowspan="4">77%</td><td rowspan="4">1,110 (10.0%)</td><td rowspan="4">30 (2.6%)</td><td colspan="2">2 MF</td><td colspan="2">2 MF</td><td>4 MFE</td><td rowspan="4">4 MF</td></tr>
<tr><th>V/C</th><th>LOS</th><th>V/C</th><th>LOS</th><th>Alternatives</th></tr>
<tr><td rowspan="2">0.59</td><td rowspan="2">E</td><td rowspan="2">0.59</td><td rowspan="2">E</td><td>4 MF</td></tr>
<tr><td>2 MF
90 MTB</td></tr>
</table>

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-79: SEGMENT 2

Segment Limits: SR-371 to Pauba Road
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: 2.3 - 12.5
Length: 10.2 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D Minimum Requirement	LOS D Concept
11,800	52%	1,130 (9.5%)	60 (5.7%)	2 MF		2 MF		2 MFE	2 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.41	D	0.41	D	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-79: SEGMENT 3

Segment Limits: Pauba Road to Temecula City Limits
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: 12.5 - 16.0
Length: 3.5 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
15,900	51%	1,600 (10.1%)	70 (4.2%)	2 MF		2 MF		2 MFE	2 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.57	D	0.57	D	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-79: SEGMENT 4

Segment Limits: Bedford Court to South Junction I-15
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: 19.5 - 19.8
Length: 0.3 mile
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
67,700	51%	4,470 (6.6%)	450 (10.0%)	4 MF		8 MF		4 MFE	8 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.61	C	0.31	B	4 MF	
								8 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	19.4-19.4	Temecula	Temecula	Construct Park-n-Ride Lot
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	19.0-19.8	Temecula	Temecula	Widen to 8 lanes
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

SR-79: SEGMENT 5

Segment Limits: North Junction I-15 to Ynez Road
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urban

County: Riverside
Post Miles: R2.2 - R2.5
Length: 0.3 mile
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				6 MF		6 MF		Minimum Requirement: 6 MFE	Concept: 6 MF
69,500	55%	6,190 (8.9%)	450 (7.2%)	V/C	LOS	V/C	LOS	Alternatives	
				0.63	C	0.63	C	6 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-79: SEGMENT 6

Segment Limits: Murrieta Hot Springs Road to Hunter Road
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urban

County: Riverside
Post Miles: R4.7 - R6.0
Length: 1.3 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
73,300	52%	6,010 (8.2%)	290 (4.9%)	6 MF		6 MF		6 MFE	6 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.56	C	0.56	C	6 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-79: SEGMENT 7

Segment Limits: Hunter Road to Abelia Street
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urban

County: Riverside
Post Miles: R6.0/R10.5
Length: 4.5 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
76,700	53%	6,440 (8.4%)	300 (4.6%)	4 MF		6 MF		6 MFE	6 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.91	E	0.61	C	6 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	R5.9-R15.6	Riverside County	Riverside Co.	Widen to 6 lanes
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-79: SEGMENT 8

Segment Limits: Abelia St. to Scott Rd./Washington St.
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: R10.5/R12.2
Length: 1.7 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
75,800	54%	6,220 (8.2%)	290 (4.6%)	2 MF		6 MF		6 MFE	6 MF
				V/C	LOS	V/C	LOS	Alternatives	
				2.32	F	0.63	C	6 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	R8.4-R15.8	Riverside Co.	Riverside Co.	Widen from 2 to 4 Lanes
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	R5.9-R15.6	Riverside Co.	Riverside Co.	Widen from 4 to 6 lanes
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-79: SEGMENT 9

Segment Limits: Scott Road/Washington Street to West SR-74
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: R12.2-R19.1
Length: 6.9 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		6 MF		8 MFE	
				V/C	LOS	V/C	LOS	Alternatives	
98,700	58%	9,180 (9.3%)	360 (3.9%)	3.90	F	1.03	F	8 MF	8 MF
								6 MF 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	R15.8-33.8	San Jacinto/ Hemet/ Riverside Co.	RCTC/ Caltrans	Realign/widen to 4 lanes
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	R5.9-R15.6	Riverside County	Riverside County	Widen to 6 lanes
Riv	15.8-33.8	San Jacinto/ Hemet/ Riverside County	RCTC/ Caltrans	Realign/widen to 6 lanes
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-79: SEGMENT 10

Segment Limits: SR-74 to S. Santa Fe Ave.
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urban

County: Riverside
Post Miles: 25.7 - 28.4
Length: 2.7 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		6 MF		Minimum Requirement	Concept
				V/C	LOS	V/C	LOS	Alternatives	
104,600	58%	9,730 (9.3%)	420 (4.3%)	3.75	F	0.95	E	8 MF	8 MF
								6 MF 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	R15.8-33.8	San Jacinto/Hemet/ Riverside County	RCTC/ Caltrans	Realign and widen to 4 lanes
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	25.7-28.3	Hemet	Riverside County	New 6-Lane Interchange at Florida Ave.
Riv	R15.8-33.8	San Jacinto/Hemet/ Riverside County	RCTC/ Caltrans	Realign/widen to 6 lanes
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-79: SEGMENT 11

Segment Limits: S. Santa Fe Ave. to Potter Rd.
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urban

County: Riverside
Post Miles: 28.4 - 34.2
Length: 5.8 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
74,400	55%	5,880 (7.9%)	300 (5.2%)	4 MF		6 MF		4 MFE	6 MF
				V/C	LOS	V/C	LOS	Alternatives	
				.82	D	0.54	C	6 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	29.8-30.8	Hemet	Riverside Co.	New Interchange and Ramps
Riv	R15.8-33.8	San Jacinto/Hemet/ Riverside County	RCTC/ Caltrans	Realign/widening to 6 lanes
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-79: SEGMENT 12

Segment Limits: Potter Road to Potrero Boulevard
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: 34.2 - 38.1
Length: 3.9 miles
Grade Line: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF		4 MF		8 MFE	
				V/C	LOS	V/C	LOS	Alternatives	
113,300	51%	9,290 (8.2%)	400 (4.3%)	1.44	F	1.44	F	8 MF	8 MF
								4 MF 180 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-79: SEGMENT 13

Segment Limits: Potrero Boulevard to I-10
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urban

County: Riverside
Post Miles: 38.1 - 40.4
Length: 2.3 miles
Grade Line: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF		4 MF		Minimum Requirement: 6 MFE	Concept: 6 MF
				V/C	LOS	V/C	LOS	Alternatives	
78,900	53%	5,840 (7.4%)	230 (4.0%)	0.89	E	0.89	E	6 MF	
								4 MF 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

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STATE ROUTE 83 CONCEPT

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ROUTE DESCRIPTION

State Route 83 (SR-83) is an expressway beginning at State Route 71 in the County of San Bernardino transitioning to a conventional highway as it traverses the Cities of Chino and Ontario. The route varies from two to six lanes and terminates at Interstate 10 at the north city limits of Ontario.

For purposes of this study, SR-83 is divided into three segments. Segment 1 is rural traversing the Prado Regional Park and serves as a connector for local traffic to SR-71. Segments 2 and 3 traverse developing or developed urban areas and provide access to local businesses, public institutions, and residents. Because the entire route operates as a major local arterial, SR-83 is recommended for relinquishment from the State Highway System.

STATE ROUTE 83			
Segment	**County**	**Post Mile**	**Description**
1	SBd	R0.0-1.9	SR-71 to Pine Avenue
2	SBd	1.9-7.2	Pine Avenue to SR-60
3	SBd	7.2-11.10	SR-60 to I-10

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

Segment	Planned SCAG RTP Facility	LOS D Concept Facility	Additional Lanes Needed
1	8 MF	Relinquish	-
2	8 MF	Relinquish	-
3	6 MF	Relinquish	-

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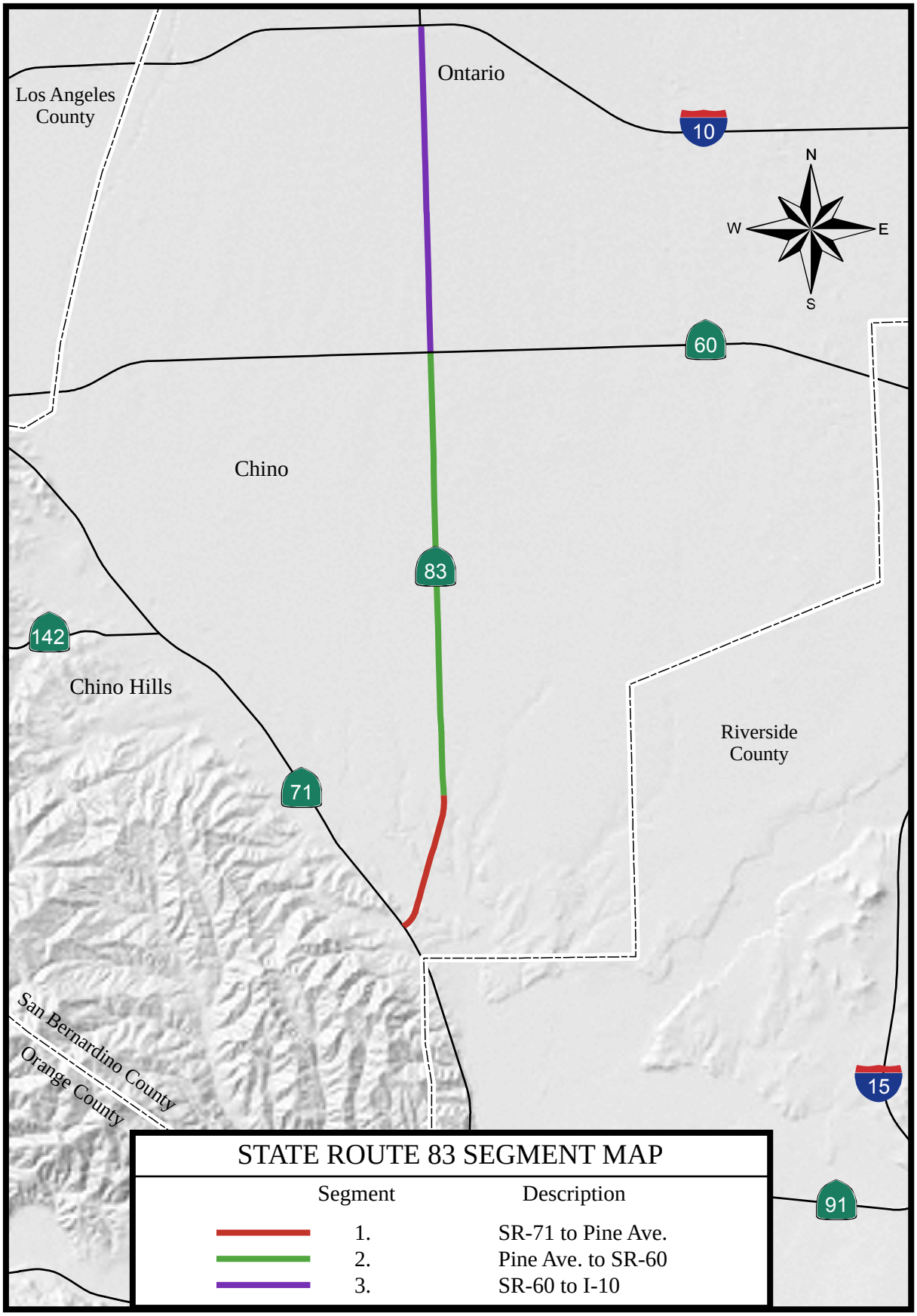

STATE ROUTE 83 SEGMENT MAP

Segment	Description
1.	SR-71 to Pine Ave.
2.	Pine Ave. to SR-60
3.	SR-60 to I-10

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SR-83: Segment 1

Segment Limits: SR-71 to Pine Ave.
2035 Functional Classification: Expressway
2035 Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: R0.0-1.9
Length: 1.9 miles
Grade Line: Level

CONCEPT - 2035 Facility[1]

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2/4 MF		8 MF		6 MFE	
35,500	65%	3,400 (9.6%)	650 (19%)	V/C	LOS	V/C	LOS	Alternatives	Relinquish
				N/A	F	N/A	A-F	N/A	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	R0.0-1.9	Chino	Chino	Widen from 2 to 8 lanes
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

[1] *Refer to Caltrans Transportation Analysis and Assessment Report (TAAR) January 2011 for analysis for this segment.*

SR-83: Segment 2

Segment Limits: Pine Ave. to SR-60
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urban

County: San Bernardino
Post Miles: 1.9-7.2
Length: 5.3 miles
Grade Line: Level

CONCEPT - 2035 Facility[2]

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF		8 MF		6 MF	
146,300	65%	16,700 (11.4%)	1,570 (9.4%)	V/C	LOS	V/C	LOS	Alternatives	Relinquish
				N/A	F	N/A	A-F	N/A	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	1.9-2.9	Chino	Chino	Widen from 4 to 8 lanes
SBd	2.9-3.9	Chino	Chino	Widen from 4 to 8 lanes
SBd	3.9-6.4	Ontario	Ontario	Widen from 4 to 8 lanes
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

[2] *Refer to Caltrans Transportation Analysis and Assessment Report (TAAR) January 2011 for analysis for this segment.*

SR-83: Segment 3

Segment Limits: SR-60 to I-10
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: 7.2-15.0
Length: 7.8 miles
Grade Line: Level

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				6 MF		6 MF		6 MFE	
40,000	56%	3,680 (9.2%)	140 (3.7%)	V/C	LOS	V/C	LOS	Alternatives	Relinquish
				0.36	B	0.36	B	N/A	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

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STATE ROUTE 86/86S CONCEPT

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ROUTE DESCRIPTION

State Route 86 (SR-86) is a north-south facility. Beginning at State Route 111 near the U.S./Mexico International Border in the County of Imperial, the route extends approximately 112 miles northward along the western shore of the Salton Sea and becomes State Route 86S (SR-86S) at 82nd Ave., ending at its junction with Interstate 10 in the County of Riverside. SR-86S has been constructed on a new alignment, which runs parallel and easterly of the old State Route 86 and State Route 195. Within District 8, SR-86 begins at the Imperial/Riverside County Line (Avenue 86) and extends approximately 3 miles to 82nd Ave. then it becomes SR-86S. SR-86S extends 41 miles to Interstate 10 (I-10) ranging from a four-lane expressway to a four-lane freeway.

For purposes of this study, SR-86/86S is divided into four segments. It provides access for agricultural producers and a means for distribution of their products. The route serves interregional traffic by providing intercity travel between the region's cities such as Calexico, Mexicali, El Centro, Brawley, Coachella, and Indio. Connecting with I-8 on its south terminus and I-10 on its north end, SR-86/86S serves as a means for interstate travel.

State Route 86/86S			
Segment	**County**	**Post Miles**	**Description**
1*	Riv	0.0-R10.0	Imp/Riv County Line (86th Ave.) to 68th Avenue
2	Riv	R10.0-R18.3	68th Avenue to 53rd Avenue
3	Riv	R18.3-R22.2	53rd Avenue to Dillon Road
4	Riv	R22.2-R23.0	Dillon Road to I-10

*Segment 1 consists of SR-86 and SR-86S. SR-86 is from Imp/Riv Co. Line to 82nd Ave. (PM 2.658) only.

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

Segment	Planned SCAG RTP Facility	LOS D Concept Facility	Additional Lanes Needed
1	4 MF	4 MF	-
2	4 MF	4 MF	-
3	4 MF	4 MF	-
4	4 MF	4 MF	-

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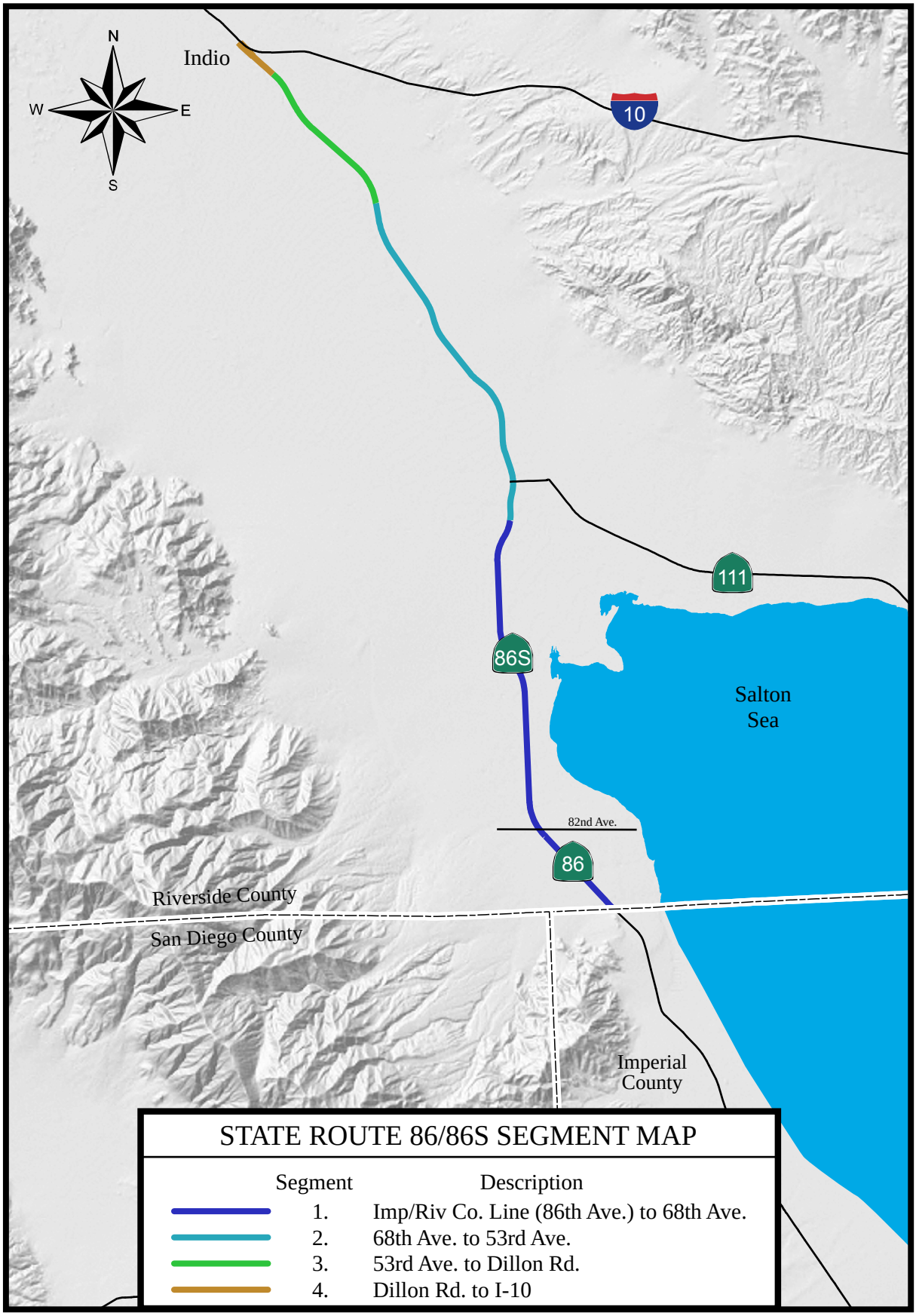
N
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86S
Salton
Sea
82nd Ave.
86
Riverside County
San Diego County
Imperial
County
STATE ROUTE 86/86S SEGMENT MAP
Segment
Description
1. Imp/Riv Co. Line (86th Ave.) to 68th Ave.
2. 68th Ave. to 53rd Ave.
3. 53rd Ave. to Dillon Rd.
4. Dillon Rd. to I-10

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SR-86/86S: SEGMENT 1

Segment Limits: Imp/Riv Co. Line (86th Ave.) to 68th Ave.
Functional Classification: Expressway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: 0.0-R10.0
Length: 10.0 miles
Grade Line: Level

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D Minimum Requirement	LOS D Concept
46,000	55%	4,320 (9.4%)	320 (7.5%)	4 MF		4 MF		4 MFE	4 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.64	C	0.64	C	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-86S: SEGMENT 2

Segment Limits: 68th Ave. to 53rd Ave.
Functional Classification: Expressway/Freeway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: R10.0-R18.3
Length: 8.3 miles
Grade Line: Level

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
28,600	53%	3,460 (12.1%)	440 (12.8%)	4 MF		4 MF		4 MFE	4 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.50	C	0.50	C	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	R16.4-R17.1	Coachella/ Riverside Co.	Caltrans	New IC at Airport Blvd. (56th Ave.)
Riv	18.1-20.1	Coachella/ Riverside Co.	Caltrans/ Riverside Co.	New IC at 52nd Ave.
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	R12.9-R13.3	Riverside Co.	Caltrans	New IC at 62nd Ave.
Riv	R10.6-R11.4	Riverside Co.	Caltrans/ Riverside Co.	New IC at 66th Ave.
Riv	R17.8-R18.8	Coachella	Caltrans/ Coachella	New IC at 54th Ave.
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-86S: SEGMENT 3

Segment Limits: 53rd Ave. to Dillon Rd.
Functional Classification: Expressway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: R18.3-R22.2
Length: 3.9 miles
Grade Line: Level

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF		4 MF		Minimum Requirement: 4 MFE	Concept: 4 MF
47,800	54%	4,680 (9.8%)	410 (8.7%)	V/C	LOS	V/C	LOS	Alternatives	
				0.68	C	0.68	C	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	R18.1-R20.1	Coachella/ Riverside Co.	Caltrans/ Riverside Co	New IC at 52nd Ave.
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	R17.8-R18.8	Coachella	Caltrans/ Coachella	New IC at 54th Ave.
Riv	21.0-22.0	Coachella	Coachella	Improve Dillon Rd. IC
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-86S: SEGMENT 4

Segment Limits: Dillon Road to I-10
Functional Classification: Freeway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: R22.2-R23.0
Length: 0.8 mile
Grade Line: Level

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF		4 MF		4 MFE	
75,800	50%	6,060 (8.0%)	430 (7.1%)	V/C	LOS	V/C	LOS	Alternatives	4 MF
				0.76	D	0.76	D	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

STATE ROUTE 91 CONCEPT

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Route Description

State Route 91 (SR-91) begins in Los Angeles County at State Route 1 in Hermosa Beach, traverses Orange County and terminates in Riverside County at the junction of State Routes 60, 91, and Interstate-215 in the City of Riverside. In District 8, SR-91 begins at the Riverside/Orange County Line, two miles west of the junction with Route-71 and intersects Interstate-15 in the City of Corona. SR-91 terminates at its junction of State Routes 60, 91, and Interstate-215, a length of 21.7 miles.

For the purposes of this study, SR-91 in District 8 is divided into seven segments. Traversing urbanized area, this freeway helps carry high volumes of commuters to job centers in Orange, Los Angeles, Riverside, and San Bernardino Counties.

STATE ROUTE 91			
Segment	**County**	**Post Miles**	**Description**
1	Riv	R0.0-R2.1	Orange/Riverside County Line to SR-71
2	Riv	R2.1-6.3	SR-71 to Main Street
3	Riv	6.3-7.5	Main Street to I-15
4	Riv	7.5-10.8	I-15 to Pierce Street
5	Riv	10.8-15.6	Pierce Street to Adams Street
6	Riv	15.6-20.0	Adams Street to 14th Street
7	Riv	20.0-21.7	14th Street to 60/91/215 IC

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

Segment	Planned SCAG RTP Facility	LOS D Concept Facility	Additional Lanes Needed
1	10 MF/4 HOT	12 MF/4 ML	2 MF
2	10 MF/4 HOT	14 MF/4 ML	4 MF
3	10 MF/4 HOT	10 MF/4 ML	-
4	10 MF/2 HOV	10 MF/2 ML	-
5	6 MF/2 HOV	8 MF/2 ML	2 MF
6	6 MF/2 HOV	8 MF/2 ML	2 MF
7	6 MF/2 HOV	8 MF/2 ML	2 MF

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STATE ROUTE 91 SEGMENT MAP

Segment	Description
1.	Org/Riv County Line to SR-71
2.	SR-71 to Main St.
3.	Main St. to I-15
4.	I-15 to Pierce St.
5.	Pierce St. to Adams St.
6.	Adams St. to 14th St.
7.	14th St. to 60/91/215 IC

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SR-91: Segment 1

Segment Limits: Orange/Riverside County Line to SR-71
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: R0.0-R2.1
Length: 2.1 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				11 MF/2 HOV		10 MF/4 HOT		Minimum Requirement	Concept
				V/C	LOS	V/C	LOS	Alternatives	
351,400	52%	25,300 (7.2%)	1,650 (6.5%)	1.21	F	1.02	F	12 MF/4 ML	12 MF/4 ML
								10 MF/4 ML 6 MTR	
								10 MF/4 ML 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	R0.6-R1.2	Corona	Caltrans	Reconstruct/widen Green River Rd. IC
Riv	R0.6-R2.6	Corona	RCTC	Replace EB SR-91 to NB SR-71 connector with flyover
Riv	R0.0-13.0	Corona/ Riverside	Caltrans/ RCTC	2 MF from I-15 to Pierce St./2 HOT lanes from Or/Riv Co. Line to I-15
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR 91: Segment 2

Segment Limits: SR-71 to Main Street
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: R2.1-6.3
Length: 4.2 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				8 MF/2 HOV		10 MF/4 HOT		18 MFE	
				V/C	LOS	V/C	LOS	Alternatives	
351,400	54%	26,000 (7.4%)	1,820 (7.0%)	1.59	F	1.09	F	14 MF/4 ML	14 MF/4 ML
								10 MF/4 ML 12 MTR	
								10 MF/4 ML 180 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	R0.6-R2.6	Corona	RCTC	Replace EB SR-91 to NB SR-71 connector with flyover
Riv	R2.6-R3.8	Corona	Caltrans	Add Auxiliary lane
Riv	R3.7	Corona	Corona	Widen Auto Center Dr. ramps
Riv	6.3	Corona	Corona	Widen Main St. WB/EB onramps
Riv	R0.0-13.0	Corona/ Riverside	Caltrans/ RCTC	2 MF from I-15 to Pierce St./SR-91 2 HOT from Or/Riv Co. Line to I-15
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-91: Segment 3

Segment Limits: Main Street to I-15
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: 6.3-7.5
Length: 1.2 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
349,500	56%	21,300 (6.1%)	1,190 (5.6%)	8 MF/2 HOV		10 MF/4 HOT		14 MFE	10 MF/4 ML
				V/C	LOS	V/C	LOS	Alternatives	
				1.25	F	0.83	D	10 MF/4 ML	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	R0.0-13.0	Corona/ Riverside	Caltrans/ RCTC	2 MF from I-15 to Pierce St./SR-91 2 HOT from Or/Riv Co. Line to I-15
Riv	6.3	Corona	Corona	Widen Main St. WB/EB onramps
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-91: Segment 4

Segment Limits: I-15 to Pierce Street
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: 7.5-10.8
Length: 3.3 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				6 MF/2 HOV		10 MF/2 HOV		10 MFE	
283,900	51%	17,600 (6.2%)	1,130 (6.4%)	V/C	LOS	V/C	LOS	Alternatives	10 MF/2 ML
				1.16	F	0.70	C	10 MF/2 ML	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	R0.0-13.0	Corona/ Riverside	Caltrans/ RCTC	2 MF from I-15 to Pierce St./SR-91 2 HOT from Or/Riv Co. Line to I-15
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	10.6-11.6	Riverside	Riverside	Reconstruct/widen Magnolia Ave. IC and ramps
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-91: Segment 5

Segment Limits: Pierce Street to Adams Street
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: 10.8-15.6
Length: 4.8 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				6 MF/2 HOV		6 MF/2 HOV		Minimum Requirement	Concept
				V/C	LOS	V/C	LOS	Alternatives	
246,600	51%	14,800 (6%)	950 (6.4%)	0.95	E	0.95	E	8 MF/2 ML	8 MF/2 ML
								6 MF/2 ML 6 MTR	
								6 MF/2 ML 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	R0.0-13.0	Corona/ Riverside	Caltrans/ RCTC	2 MF from I-15 to Pierce St./SR-91 2 HOT from Or/Riv Co. Line to I-15
Riv	11.1-17.4	Riverside	Caltrans	Add Auxiliary lane
Riv	11.5-12.1	Riverside	Riverside	Reconstruct La Sierra Ave. IC/ramps
Riv	13.6-14.5	Riverside	Riverside	Reconstruct Van Buren Blvd. IC/ramps
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	10.6-11.6	Riverside	Riverside	Reconstruct/widen Magnolia Ave. IC and ramps
Riv	12.2-12.9	Riverside	Riverside	Add Auxiliary lane
Riv	12.9-13.1	Riverside	Riverside	Reconstruct/widen Tyler St. IC and ramps
Riv	15.5-15.7	Riverside	Riverside	Reconstruct/widen Adams St. IC and ramps
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-91: Segment 6

Segment Limits: Adams Street to 14th Street
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: 15.6-20.0
Length: 4.4miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				6 MF		6 MF/2 HOV		Minimum Requirement	Concept
				V/C	LOS	V/C	LOS	Alternatives	
225,200	51%	15,500 (6.9%)	670 (4.3%)	1.23	F	0.98	F	8 MF/2 ML	8 MF/2 ML
								6 MF/2 ML 6 MTR	
								6 MF/2 ML 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	11.1-17.4	Riverside	Caltrans	Add Auxiliary lane
Riv	15.6-21.6	Riverside	RCTC	Add 2 HOV
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	15.5-15.7	Riverside	Riverside	Reconstruct/widen Adams St. IC and ramps
Riv	16.2-17.2	Riverside	Riverside	Reconstruct/widen Madison St. IC and ramps
Riv	17.3-18.3	Riverside	Riverside	Reconstruct/widen Arlington Ave. IC and ramps
Riv	18.4-19.4	Riverside	Riverside	Reconstruct/widen Central Ave. IC and ramps
Riv	19.5-20.5	Riverside	Riverside	Reconstruct/widen 14th St. IC and ramps
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-91: Segment 7

Segment Limits: 14th Street to SR60/91/215 IC
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: 20.0-21.7
Length: 1.7 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				6 MF		6 MF/2 HOV		Minimum Requirement	Concept
				V/C	LOS	V/C	LOS	Alternatives	
209,300	53%	16,500 (7.9%)	610 (3.7)	1.38	F	1.12	F	8 MF/2 ML	8 MF/2 ML
								6 MF/2 ML 6 MTR	
								6 MF/2 ML 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	15.6-21.6	Riverside	RCTC	Add 2 HOV
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	19.5-20.5	Riverside	Riverside	Reconstruct/widen 14th St. IC and ramps
Riv	20.0-20.5	Riverside	Riverside	Reconstruct/widen University Ave. IC and ramps
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

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UNITED STATES HIGHWAY 95 CONCEPT

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Route Description

United States Highway 95 (US-95) begins at the United States-Mexico International Border in Arizona and ends at the United State-Canada International Border. The California portion is entirely within District 8 extending from its junction with Interstate 10 (I-10) in the City of Blythe in Riverside County, traversing the Palo Verde, Parker, Vidal and Chemehuevi Valleys adjacent to the Colorado River, and terminating at the Nevada State line in San Bernardino County. The California portion of the route is 116.7 miles in length and is a two-lane conventional highway.

For the purposes of this study, US-95 is divided into five segments. Within District 8, US-95 serves interregional, recreational, and commercial traffic, and connects the Cities of Blythe and Needles, the community of Vidal and other portions of unincorporated Riverside and San Bernardino Counties. This highway is located in the eastern California Desert within the eastern portions of Riverside and San Bernardino Counties adjacent to the Colorado River and the state borders of Arizona and Nevada.

UNITED STATES HIGHWAY 95			
Segment	**County**	**Post Miles**	**Description**
1	Riv	L0.2-3.5	I-10 to 6th Avenue
2	Riv	3.5-36.2	6th Avenue to San Bernardino/Riverside County Line
3	SBd	0.0-37.3	SBd/Riv County Line to Havasu Lake Road
4	SBd	37.3-57.3	Havasu Lake Road to East Junction I-40
5	SBd	R57.2-80.5	West Junction I-40 to Nevada State Line

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

Segment	Planned SCAG RTP Facility	LOS D Concept Facility	Additional Lanes Needed
1	2 MF	2 MF	-
2	2 MF	2 MF	-
3	2 MF	2 MF	-
4	2 MF	2 MF	-
5	2 MF	2 MF	-

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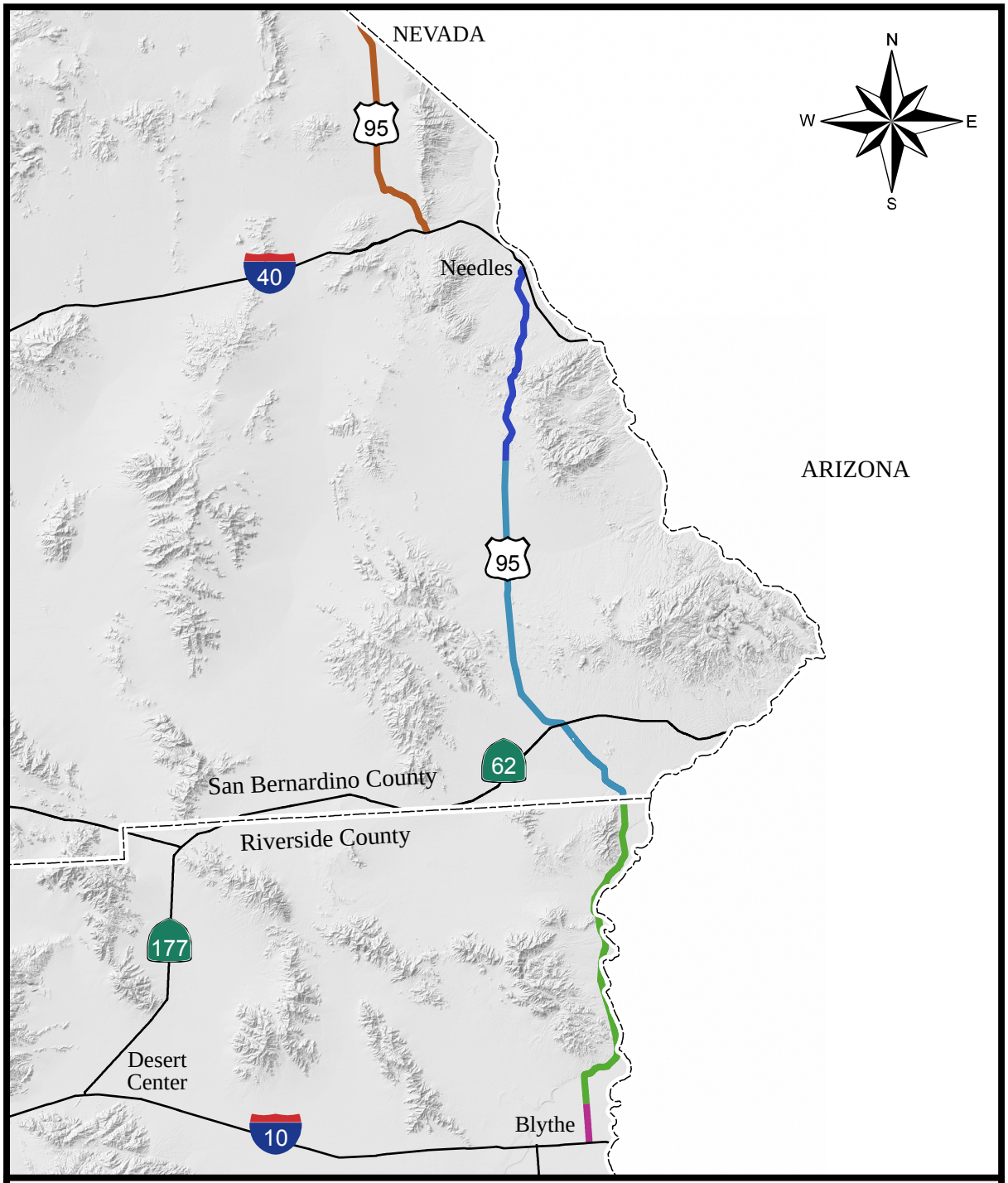

U.S. HIGHWAY 95 SEGMENT MAP

Segment	Description
1.	I-10 to 6th Avenue
2.	6th Avenue to SBd/Riv County Line
3.	SBd/Riv County Line to Havasu Lake Road
4.	Havasu Lake Road to East Junction I-40
5.	West Junction I-40 to Nevada State Line

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US-95: Segment 1

Segment Limits: I-10 to 6th Ave.
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urban/Rural

County: Riverside
Post Miles: L0.2-3.5
Length: 3.7 miles
Grade Line: Level

CONCEPT – 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
6,500	55%	750 (11.6%)	50 (6.0%)	2 MF		2 MF		2 MFE	2 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.28	C	0.28	C	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

US-95: Segment 2

Segment Limits: 6th Ave. to SBd/Riv County Line
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: 3.5-36.2
Length: 32.7 miles
Grade Line: Level

CONCEPT – 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
4,000	56%	540 (13.6%)	40 (7.4%)	2 MF		2 MF		2 MFE	2 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.21	C	0.21	C	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

US-95: Segment 3

Segment Limits: SBd/Riv County Line to Havasu Lake Road
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 0.0-37.3
Length: 37.3 miles
Grade Line: Rolling

CONCEPT – 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
3,700	59%	460 (12.5%)	50 (11.1%)	2 MF		2 MF		2 MFE	2 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.22	C	0.22	C	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

US-95: Segment 4

Segment Limits: Havasu Lake Road to East Junction I-40
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 37.3-57.3
Length: 20.0 miles
Grade Line: Rolling

CONCEPT – 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
7,900	60%	810 (10.2%)	70 (9.2%)	2 MF		2 MF		2 MFE	2 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.34	D	0.34	D	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

US-95: Segment 5

Segment Limits: West Junction I-40 to Nevada State Line
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: R57.2-80.5
Length: 23.3 miles
Grade Line: Rolling

CONCEPT – 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		Minimum Requirement	Concept
4,500	63%	590 (13.1%)	35 (6.0%)	V/C	LOS	V/C	LOS	Alternatives	2 MF
				0.28	C	0.28	C	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

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STATE ROUTE 111 CONCEPT

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ROUTE DESCRIPTION

State Route 111 (SR-111) varies between a four-lane expressway and a two to four-lane conventional highway. Within District 8, SR-111 is approximately 34.5 miles in length and begins at the Imperial/Riverside County Line and terminates at its junction with Interstate 10 with a route break from the community of Mecca to the City of Cathedral City. It traverses both rural and urban areas of the Coachella Valley.

For the purposes of this study, SR-111 is divided into three segments. Segment 1 operates as interregional and recreation travel route through Riverside County. Segment 2 mostly provides access to local businesses and residences. Segment 2 is recommended for relinquishment from the State Highway System because it operates primarily as a major local arterial. Segment 3 serves interregional traffic between the greater Los Angeles Metropolitan Area and the cities within the Coachella Valley.

STATE ROUTE 111			
Segment	**County**	**Post Miles**	**Description**
1	Riv	0.0-18.4	Imperial/Riverside County Line to 66th Ave.
Break in Route			
2	Riv	47.2-55.2	Golf Club Drive to Gateway Drive
3	Riv	55.2-R63.3	Gateway Drive to I-10

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

Segment	Planned SCAG RTP Facility	LOS D Concept Facility	Additional Lanes Needed
1	2 MF	2 MF	-
Break in Route			
2	4 MF	Relinquish	-
3	4 MF	4 MF	-

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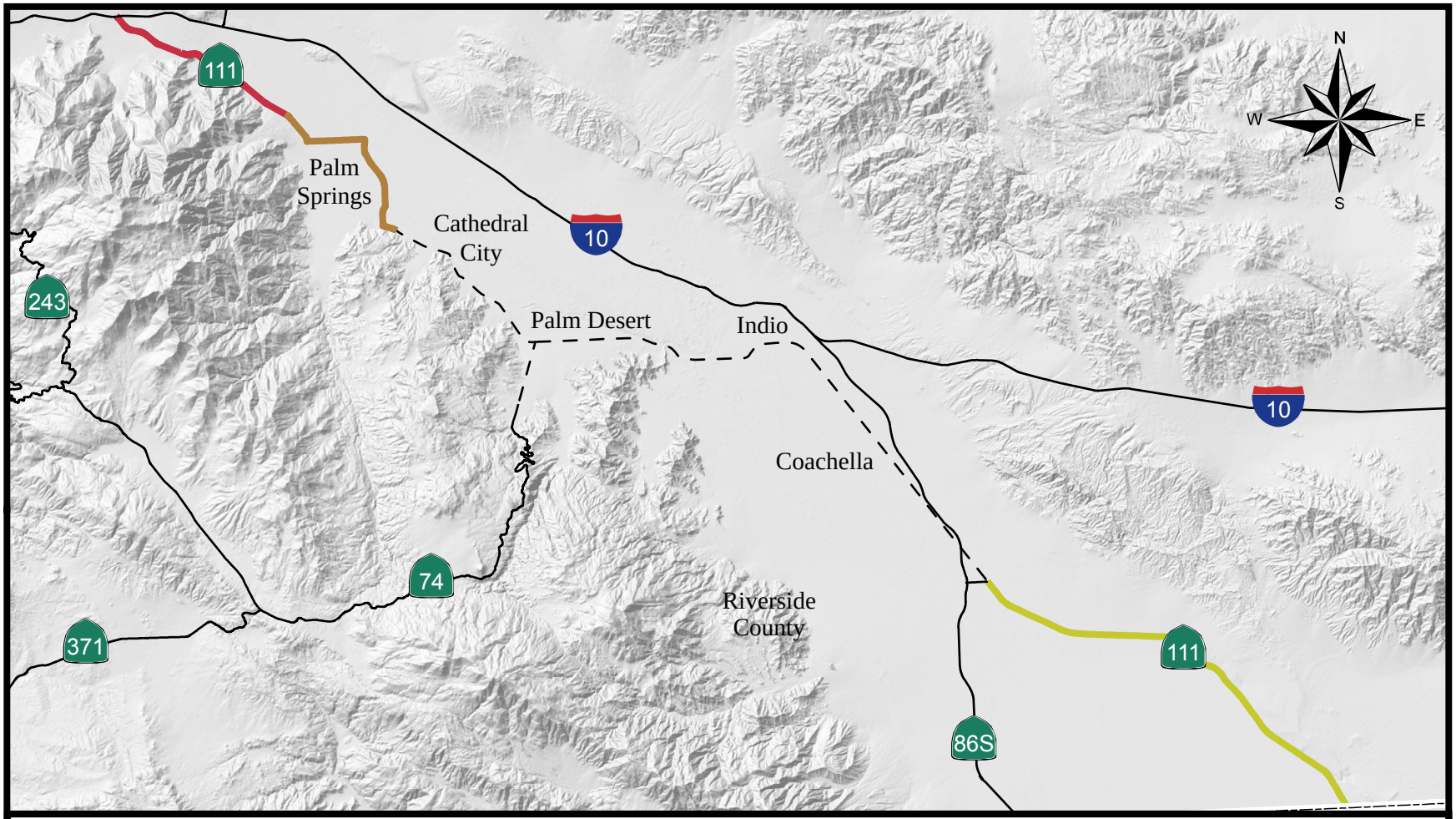

STATE ROUTE 111 SEGMENT MAP

Segment	Description
1.	Imp/Riv County Line to 66th Ave.
2.	Golf Club Drive to Gateway Drive
3.	Gateway Drive to I-10
	Relinquished

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SR-111: Segment 1

Segment Limits: Imperial/Riverside Co. Line to 66th Ave. **County:** Riverside
Functional Classification: Conventional Highway **Post Miles:** 0.0-18.4
Rural/Urban/Urbanized: Rural **Length:** 18.4 miles
Gradeline: Level

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		Minimum Requirement: 2 MFE	Concept
7,700	86%	1,360 (17.7%)	80 (5.8%)	V/C	LOS	V/C	LOS	Alternatives	2 MF
				0.79	D	0.79	D	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-111: Segment 2

Segment Limits: Golf Club Drive to Gateway Drive
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urban

County: Riverside
Post Miles: 47.3-55.2
Length: 8.0 miles
Gradeline: Level

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF		4 MF		Minimum Requirement: 4 MFE	
				V/C	LOS	V/C	LOS	Alternatives	Concept
26,200	54%	2,440 (9.3%)	140 (5.7%)	0.34	B	0.34	B	N/A	Relinquish

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-111: Segment 3

Segment Limits: Gateway Drive to I-10
2035 Functional Classification: Expressway
2035 Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: 55.2-R63.3
Length: 8.1 miles
Gradeline: Rolling

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF		4 MF		Minimum Requirement: 4 MFE	Concept: 4 MF
36,000	52%	3,890 (10.8%)	240 (6.1%)	V/C	LOS	V/C	LOS	Alternatives	
				0.58	C	0.58	4 MF	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

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STATE ROUTE 127 CONCEPT

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ROUTE DESCRIPTION

State Route 127 (SR-127) extends northward from its junction with Interstate 15 in Baker, California, for 41.5 miles through District 8 to the San Bernardino/Inyo County Line, and from the County Line to the Neveda State Line for a total of 91 miles where it is connects with Neveda State Route 373. SR-127 is a rural two-lane conventional highway.

For the purposes of this study, SR-127 is divided into three segments. The route provides an inter-regional link between California and Neveda for recreational travel as well as local commute traffic in Baker. It is also a major access route to Death Valley National Park. Segments 1 and 2 serve local Baker traffic while Segment 3 provides access to DeathValley National Park and beyond.

STATE ROUTE 127			
Segment	**County**	**Post Miles**	**Description**
1	SBd	L0.0-L0.2	I-15 to Baker Boulevard
2	SBd	L0.2-0.9	Baker Boulevard to Silver Lane
3	SBd	0.9-41.5	Silver Lane to San Bernardino/Inyo County Line

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

Segment	Planned SCAG RTP Facility	LOS D Concept Facility	Additional Lanes Needed
1	2 MF	4 MF	2 MF
2	2 MF	2 MF	-
3	2 MF	2 MF	-

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STATE ROUTE 127 SEGMENT MAP

Segment	Description
1.	I-15 to Baker Blvd.
2.	Baker Blvd. to Silver Ln.
3.	Silver Ln. to SBd/Inyo County Line

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SR-127: Segment 1

Segment Limits: I-15 to Baker Boulevard
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: L0.0-L0.2
Length: 0.2 miles
Gradeline: Rolling

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		Minimum Requirement	Concept
7,600	75%	1,220 (16%)	60 (4.7%)	V/C	LOS	V/C	LOS	Alternatives	4 MF
				0.63	E	0.63	E	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-127: Segment 2

Segment Limits: Baker Boulevard to Silver Lane
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: L0.2-0.9
Length: 0.7 miles
Gradeline: Rolling

CONCCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
3,000	75%	480 (16%)	20 (3.2%)	2 MF		2 MF		2 MFE	2 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.27	C	0.27	C	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-127: Segment 3

Segment Limits: Silver Lane to San Bernardino/Inyo Co. Line
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 0.9-41.5
Length: 40.6 miles
Grade Line: Rolling

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D Minimum Requirement	LOS D Concept
1,700	67%	380 (22.4%)	10 (3.8%)	2 MF		2 MF		2 MFE	2 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.19	C	0.19	C	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

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STATE ROUTE 138 CONCEPT

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ROUTE DESCRIPTION

State Route 138 (SR-138) has a total length of 101.3 miles, beginning at I-5 near Gorman in Los Angeles County and termintates at Crestline, a mountain community in the San Bernardino National Forest. The District 8 portion of SR-138 begins at the Los Angeles/San Bernardino County Line and extends 37.8 miles to Crestline.

For the purposes of this study, SR-138 is divided into nine segments. The route is classified as a two-lane conventional highway and traverses through mountain and high desert terrain serving inter-regional and local traffic; it also provides access to recreational areas such as Silverood Lake localed in the San Bernardino National Forest.

STATE ROUTE 138			
Segment	**County**	**Post Miles**	**Description**
1	SBd	0.0-6.7	Los Angeles/San Bernardino County Line to SR-2
2	SBd	6.7-R15.2	SR-2 to I-15
3	SBd	R15.2-19.8	I-15 to PM 19.8
4	SBd	19.8-R23.9	PM 19.8 to SR-173
5	SBd	R23.9-R30.8	SR-173 to Pilot Rock Road
6	SBd	R30.8-35.7	Pilot Rock Road to Waters Drive
7	SBd	35.7-36.3	Waters Drive to Knapps Cutoff
8	SBd	36.3-36.7	Knapps Cutoff to Crest Forest Drive
9	SBd	36.7-R37.8	Crest Forest to SR-18

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service “D” through 2035. The last column indicates the difference between the two concepts.

Segment	**Planned SCAG RTP Facility**	**LOS D Concept Facility**	**Additional Lanes Needed**
1	4 MF	4 MF	-
2	4 MF	4 MF	-
3	2 MF	2 MF	-
4	2 MF	2 MF	-
5	2 MF	2 MF	-
6	2 MF	2 MF	-
7	2 MF	4 MF	2 MF
8	2 MF	2 MF	-
9	2 MF	4 MF	2 MF

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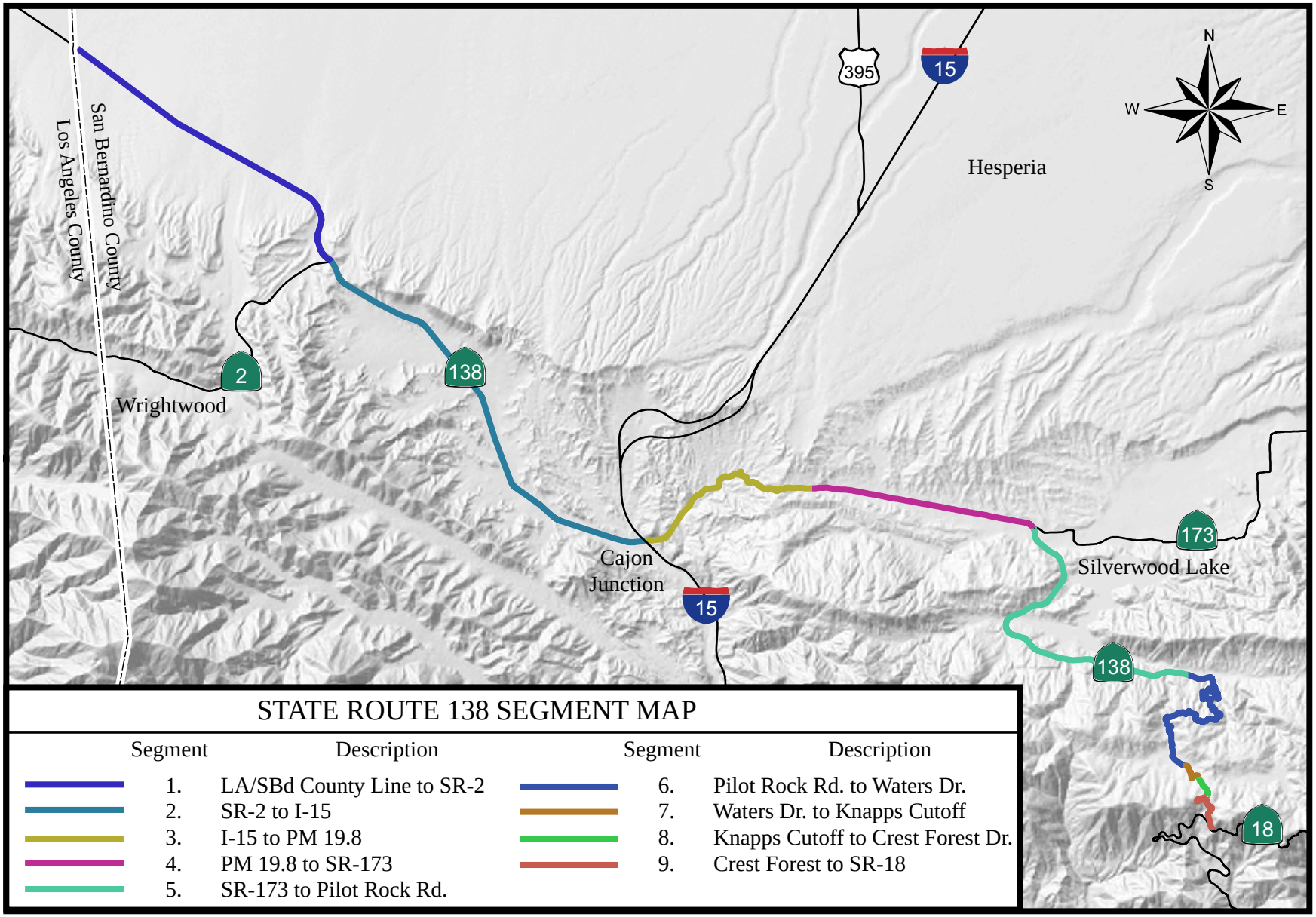

STATE ROUTE 138 SEGMENT MAP

Segment	Description
1.	LA/SBd County Line to SR-2
2.	SR-2 to I-15
3.	I-15 to PM 19.8
4.	PM 19.8 to SR-173
5.	SR-173 to Pilot Rock Rd.
6.	Pilot Rock Rd. to Waters Dr.
7.	Waters Dr. to Knapps Cutoff
8.	Knapps Cutoff to Crest Forest Dr.
9.	Crest Forest to SR-18

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SR-138: Segment 1

Segment Limits: LA/SBd Co. Line to SR-2
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 0.0-6.7
Length: 6.7 miles
Grade Line: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		4 MF		4 MFE	
49,500	55%	4,010 (8.1%)	200 (4.9%)	V/C	LOS	V/C	LOS	Alternatives	4 MF
				1.53	F	0.75	D	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	0.0-14.2	San Bernardino Co.	Caltrans	Add truck climbing lanes
SBd	2.9-R15.2	San Bernardino Co.	Caltrans	Widen to 4 lanes
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
LA/SBd	69.3-2.9	San Bernardino Co.	Caltrans	Widen 2 to 4 lanes
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-138: Segment 2

Segment Limits: SR-2 to I-15
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 6.7-R15.2
Length: 8.5 miles
Grade Line: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		4 MF		4 MFE	
43,400	65%	3,730 (8.6%)	200 (5.4%)	V/C	LOS	V/C	LOS	Alternatives	4 MF
				1.69	F	0.83	D	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	0.0-14.2	San Bernardino Co.	Caltrans	Add truck climbing lanes
SBd	2.9-R15.2	San Bernardino Co.	Caltrans	Widen to 4 lanes
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-138: Segment 3

Segment Limits: I-15to PM 19.8
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: R15.2-19.8
Length: 4.6 miles
Grade Line: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		Minimum Requirement	Concept
6,000	57%	490 (8.2%)	50 (10.8%)	V/C	LOS	V/C	LOS	Alternatives	2 MF
				0.22	C	0.22	C	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-138: Segment 4

Segment Limits: PM 19.8 to SR-173
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 19.8-R23.9
Length: 4.1 miles
Grade Line: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		2 MFE	
7,800	56%	760 (9.7%)	40 (5.1%)	V/C	LOS	V/C	LOS	Alternatives	2 MF
				0.32	D	0.32	D	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-138: Segment 5

Segment Limits: SR-173 to Pilot Rock Road
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: R23.9-R30.8
Length: 6.9 miles
Grade Line: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		2 MFE	
5,500	70%	850 (15.5%)	30 (3.7%)	V/C	LOS	V/C	LOS	Alternatives	2 MF
				0.41	D	0.41	D	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-138: Segment 6

Segment Limits: Pilot Rock Road to Waters Drive
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: R30.8-35.7
Length: 4.9 miles
Grade Line: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		Minimum Requirement	Concept
5,500	70%	810 (14.8%)	30 (3.5%)	V/C	LOS	V/C	LOS	Alternatives	2 MF
				0.39	D	0.39	D	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-138: Segment 7

Segment Limits: Waters Drive to Knapps Cutoff
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 35.7-36.3
Length: 0.6 miles
Grade Line: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		4 MFE	
11,200	71%	1,290 (11.5%)	70 (5.2%)	V/C	LOS	V/C	LOS	Alternatives	4 MF
				0.63	E	0.63	E	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-138: Segment 8

Segment Limits: Knapps Cutoff to Crest Forest Drive
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 36.3-36.7
Length: 0.4 miles
Grade Line: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
6,400	70%	710 (11.1%)	20 (3.4%)	2 MF		2 MF		2 MFE	2 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.34	D	0.34	D	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-138: Segment 9

Segment Limits: Crest Forest Drive to SR-18
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 36.7-R37.8
Length: 1.1 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		4 MFE	
10,000	70%	1,240 (12.4%)	40 (3.2%)	V/C	LOS	V/C	LOS	Alternatives	4 MF
				0.59	E	0.59	E	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

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STATE ROUTE 142 CONCEPT

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ROUTE DESCRIPTION

State Route 142 (SR-142) extends 22.0 miles from its junction with SR-90 in the City of Brea in Orange County to SR-71 in the City of Chino Hills in San Bernardino County and includes an unconstructed segment beginning at SR-71 and ending at SR-210 in the City of Upland. Within District 8, the constructed portion is a two and four-lane conventional highway 5.8 miles in length. The unconstructed segment is 9.5 miles in length and has no adopted alignment.

For the purposes of this study, SR-142 is divided into three segments. SR-142 serves as a by-pass between the urban areas of the Inland Empire and Orange County; it is also a vital link for the rural communities of Carbon Canyon to employment and activity centers.

STATE ROUTE 142			
Segment	**County**	**Post Miles**	**Description**
1	SBd	0.0-R3.8	Orange/San Bernardino County Line to Chino Hills Parkway
2	SBd	R3.8-5.8	Chino Hills Parkway to SR-71
3	SBd	5.8-15.3	Unconstructed (SR-71 to SR-210)

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

Segment	Planned SCAG RTP Facility	LOS D Concept Facility	Additional Lanes Needed
1	2 MF	4 MF	2 MF
2	6 MF	4 MF	-
3	Unconstructed	Unconstructed	-

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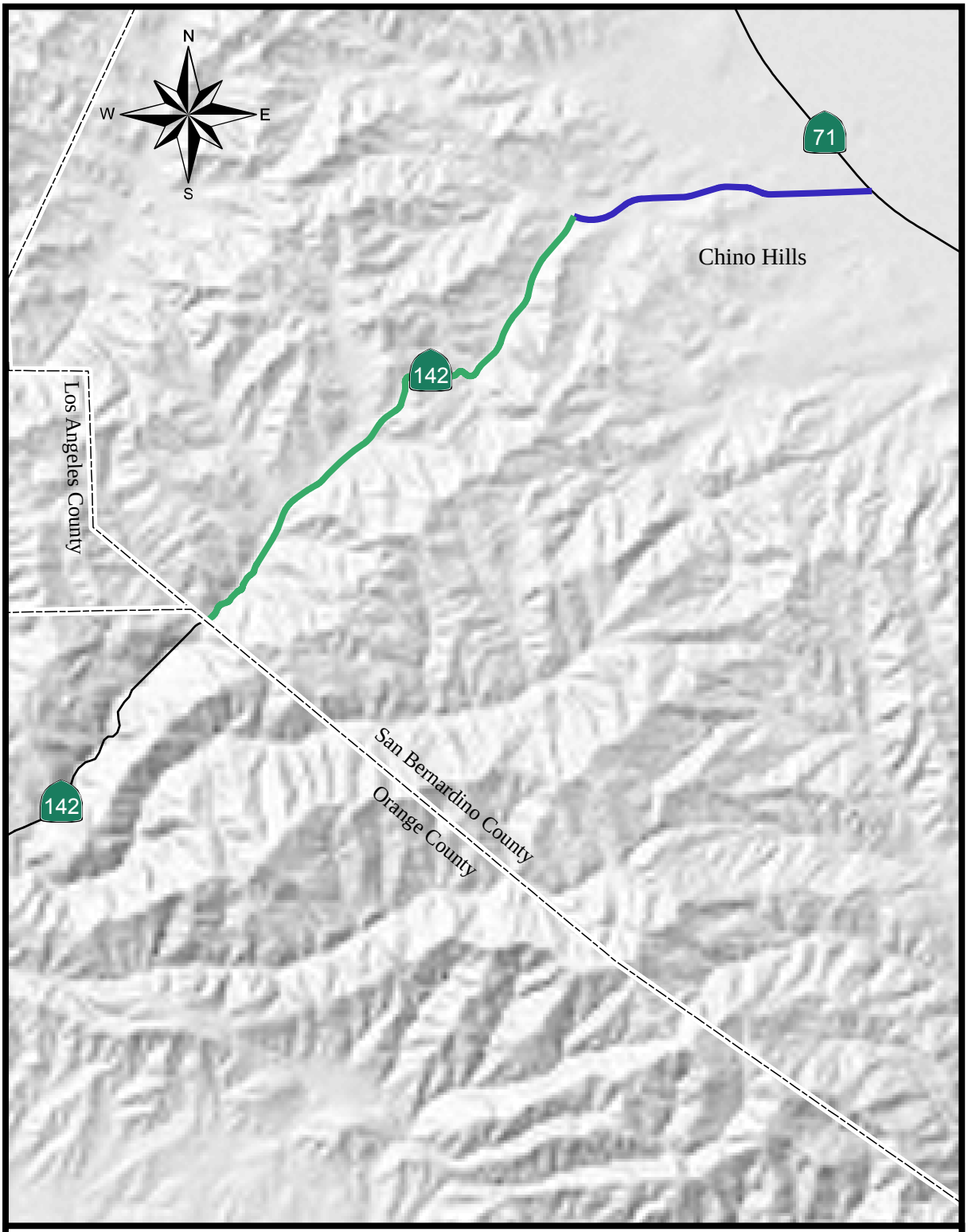

STATE ROUTE 142 SEGMENT MAP

Segment	Description
1.	Or/SBd County Line to Chino Hills Parkway
2.	Chino Hills Parkway to SR-71

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SR-142: Segment 1

Segment Limits: Or/SBd County Line to Chino Hills Parkway
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urban

County: San Bernardino
Post Miles: 0.0-R3.8
Length: 3.8 miles
Grade Line: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		4 MFE	
				V/C	LOS	V/C	LOS	Alternatives	
19,700	74%	2,270 (11.5%)	20 (1%)	1.09	F	1.09	F	4 MF	4 MF
								4 MF 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-142: Segment 2

Segment Limits: Chino Hills Parkway to SR-71
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urban

County: San Bernardino
Post Miles: R3.8-5.8
Length: 2.0 miles
Grade Line: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF		6 MF		4 MFE	
				V/C	LOS	V/C	LOS	Alternatives	
37,700	59%	4,370 (11.6%)	170 (3.8%)	0.78	D	0.52	C	4 MF	6 MF
								6 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	R3.8-5.5	Chino Hills	Caltrans	Widen to 6 lanes
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-142: Segment 3

Segment Limits: SR-71 to SR-210
Functional Classification: Unconstructed
Rural/Urban/Urbanized: Urban

County: San Bernardino
Post Miles: 5.8-15.3
Length: 9.5 miles
Grade Line: N/A

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D Minimum Requirement	LOS D Concept
N/A	N/A	N/A	N/A	N/A		N/A		N/A	N/A
				V/C	LOS	V/C	LOS	Alternatives	
				N/A	N/A	N/A	N/A	N/A	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

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STATE ROUTE 173 CONCEPT

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ROUTE DESCRIPTION

State Route 173 (SR-173) is a two-lane undivided conventional highway originating within the city limits of Hesperia at its junction with State Route 138 near Silverwood Lake and ending at its junction with State Route 18 near Skyforest. SR-173 is approximately 25 miles in length and is entirely within District 8 in San Bernardino County.

For the purposes of this study, SR-173 is divided into five segments. Segment 1 provides access for recreational uses in the San Bernardino National Forest and is recommended for relinquishment. Segment 2 has been permanently closed to the public and is also recommended for relinquishment. Segments 3 through 5 connect the mountain communities of Cedar Glen and Lake Arrowhead to the San Bernardino Metropolitan Area.

STATE ROUTE 173			
Segment	**County**	**Post Miles**	**Description**
1	SBd	L0.0-L7.0	SR-138 to Arrowhead Lake Road
2	SBd	L7.0-13.8	Arrowhead Lake Road to Grass Valley Road
3	SBd	13.8-17.2	Grass Valley Road to North Bay Road
4	SBd	17.2-19.8	North Bay Road to Hook Creek Road
5	SBd	19.8-23.0	Hook Creek Road to SR-18

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

Segment	Planned SCAG RTP Facility	LOS D Concept Facility	Additional Lanes Needed
1	2 MF	Relinquish	-
2	N/A	Relinquish	-
3	2 MF	2 MF	-
4	2 MF	2 MF	-
5	2 MF	2 MF	-

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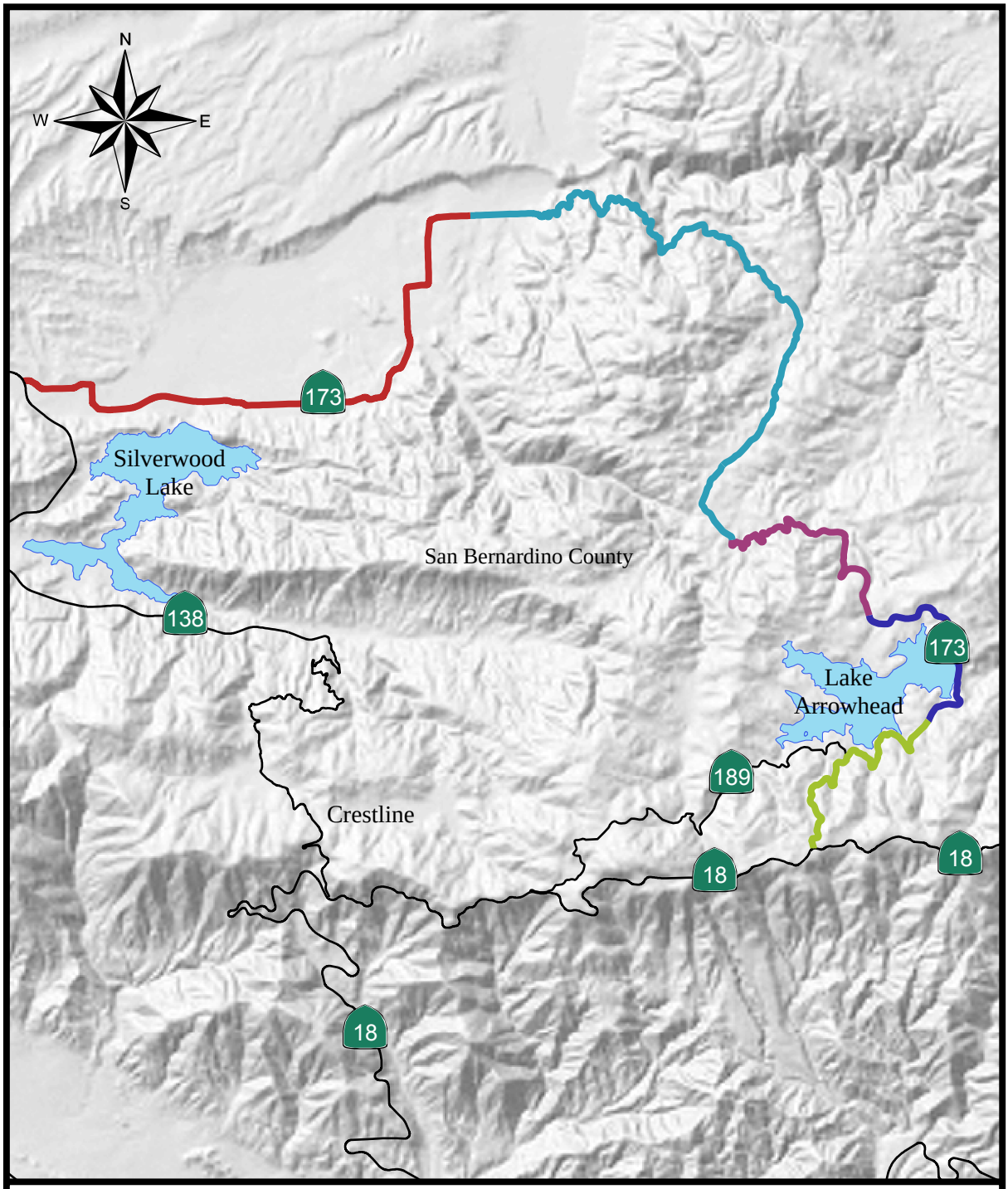

STATE ROUTE 173 SEGMENT MAP

Segment	Description
1.	SR-138 to Arrowhead Lake Road
2.	Arrowhead Lake Road to Grass Valley Road
3.	Grass Valley Road to North Bay Road
4.	North Bay Road to Hook Creek Road
5.	Hook Creek Road to SR-18

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SR-173: Segment 1

Segment Limits: SR-138 to Arrowhead Lake Road
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: L0.0-L7.0
Length: 7.0 miles
Grade Line: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		2 MFE	
1,600	77%	300 (18.8%)	10 (4%)	V/C	LOS	V/C	LOS	Alternatives	Relinquish
				0.22	C	0.22	C	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-173: Segment 2

Segment Limits: Arrowhead Lake Rd. to Grass Valley Rd. **County:** San Bernardino
Functional Classification: Conventional Highway **Post Miles:** L7.0-13.8
Rural/Urban/Urbanized: Rural **Length:** 5.9 miles
Grade Line: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D Minimum Requirement	LOS D Concept
N/A	N/A	N/A	N/A	N/A		N/A		N/A	Relinquish
				V/C	LOS	V/C	LOS	Alternatives	
				N/A	N/A	N/A	N/A	N/A	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-173: Segment 3

Segment Limits: Grass Valley Road to North Bay Road
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 13.8-17.2
Length: 4.3 miles
Grade Line: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
700	77%	120 (16.8%)	10 (12%)	2 MF		2 MF		2 MFE	2 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.10	B	0.10	B	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-173: Segment 4

Segment Limits: North Bay Road to Hook Creek Road
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 17.2-19.8
Length: 2.6 miles
Grade Line: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
3,800	77%	470 (12.4%)	30 (7%)	2 MF		2 MF		2 MFE	2 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.28	D	0.28	D	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-173: Segment 5

Segment Limits: Hook Creek Road to SR-18
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 19.8-23.0
Length: 3.2 miles
Gradeline: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		2 MFE	
9,100	59%	1,110 (12.2%)	60 (5.1%)	V/C	LOS	V/C	LOS	Alternatives	2 MF
				0.46	D	0.46	D	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

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STATE ROUTE 177 CONCEPT

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ROUTE DESCRIPTION

State Route 177 (SR-177) is a two-lane undivided conventional highway that originates at its southerly junction with Interstate 10 in the community of Desert Center and ends at its northerly junction with State Route 62. SR-177 is 27 miles in length.

For the purposes of this study, SR-177 is divided into two segments. SR-177 traverses a rural undeveloped area of the Mojave Desert. Bordering the eastern edge of Joshua Tree National Park, it provides access to Desert Center and the park in addition to carrying interregional and interstate traffic.

STATE ROUTE 177			
Segment	**County**	**Post Miles**	**Description**
1	Riv	0.0-0.2	I-10 to Ragsdale Road
2	Riv	0.2-27.0	Ragsdale Road to SR-62

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

Segment	Planned SCAG RTP Facility	LOS D Concept Facility	Additional Lanes Needed
1	2 MF	2 MF	-
2	2 MF	2 MF	-

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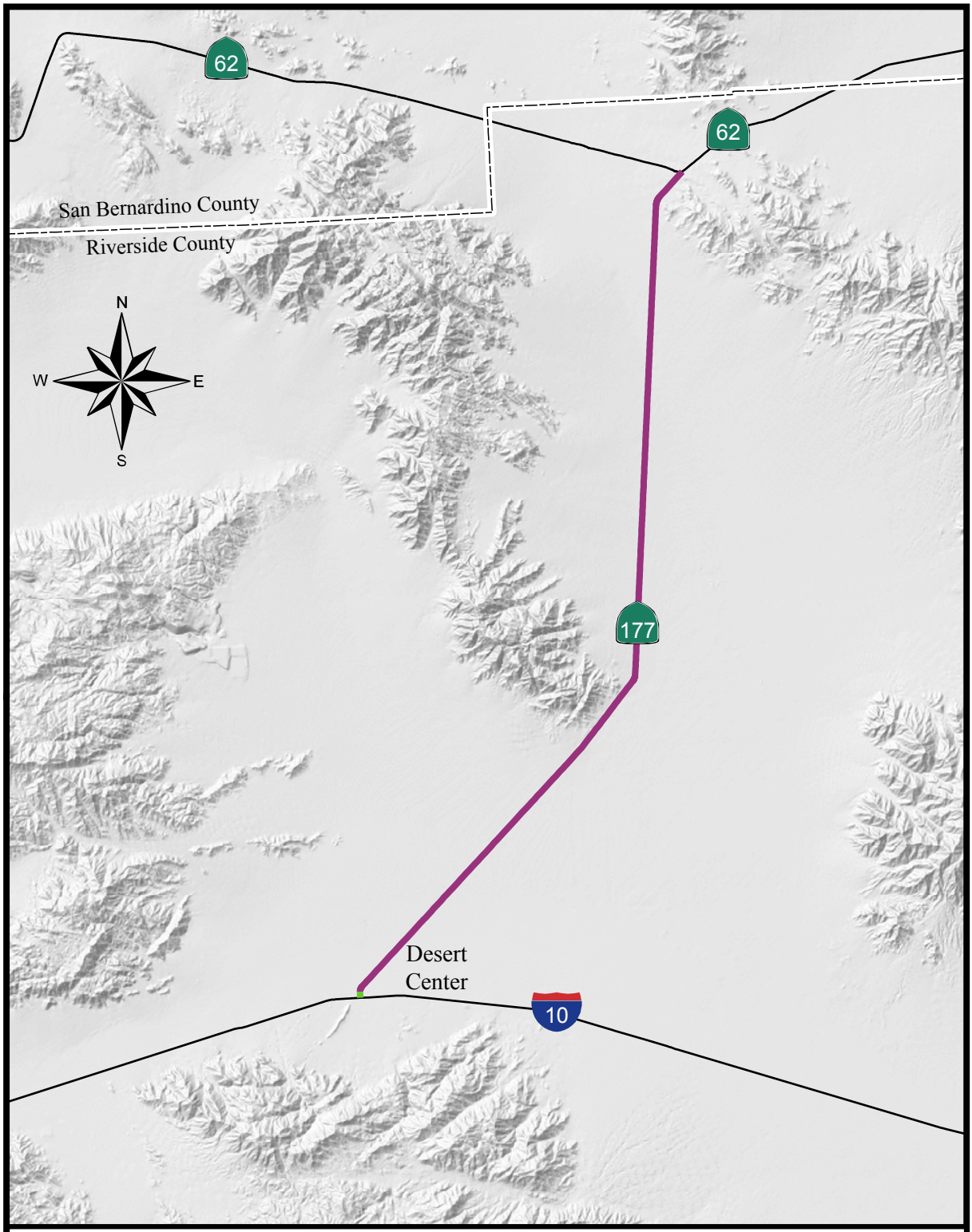

STATE ROUTE 177 SEGMENT MAP

Segment	Description
1.	I-10 to Ragsdale Rd.
2.	Ragsdale Rd. to SR-62

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SR-177: Segment 1

Segment Limits: I-10 to Ragsdale Rd.
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: 0.0-0.2
Length: 0.2 mile
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
7,200	70%	960 (13.3%)	50 (5%)	2 MF		2 MF		2 MFE	2 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.45	D	0.45	D	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-177: Segment 2

Segment Limits: Ragsdale Road to SR-62
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: 0.2-27.0
Length: 26.8 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		Minimum Requirement	Concept
2,700	74%	640 (23.5%)	60 (9.5%)	V/C	LOS	V/C	LOS	Alternatives	2 MF
				0.32	D	0.32	D	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

STATE ROUTE 178 CONCEPT

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ROUTE DESCRIPTION

State Route 178 (SR-178) is a two-lane undivided conventional highway which begins at its junction with SR-99 in the City of Bakersfield, Kern County, transverses San Bernardino and Inyo Counties to the Neveda State Line in the Pahrump Valley. Within District 8, SR-178 includes 14.8 miles of constructed highway and 28 miles of unconstructed highway beginning just west of Trona and crosses over China Lake Naval Air Weapons Station test range where no vehicular traffic is allowed.

For the purposes of this study, SR-178 is divided into two segments. The route provides access to the local communites and the naval test range.

STATE ROUTE 178			
Segment	**County**	**Post Miles**	**Description**
1	SBd	0.0-14.8	Kern/San Bernardino County Line to Pinnacle Road
2	SBd	14.8-42.8	Unconstructed

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

Segment	Planned SCAG RTP Facility	LOS D Concept Facility	Additional Lanes Needed
1	2 MF	2 MF	-
2	Unconstructed	Unconstructed	-

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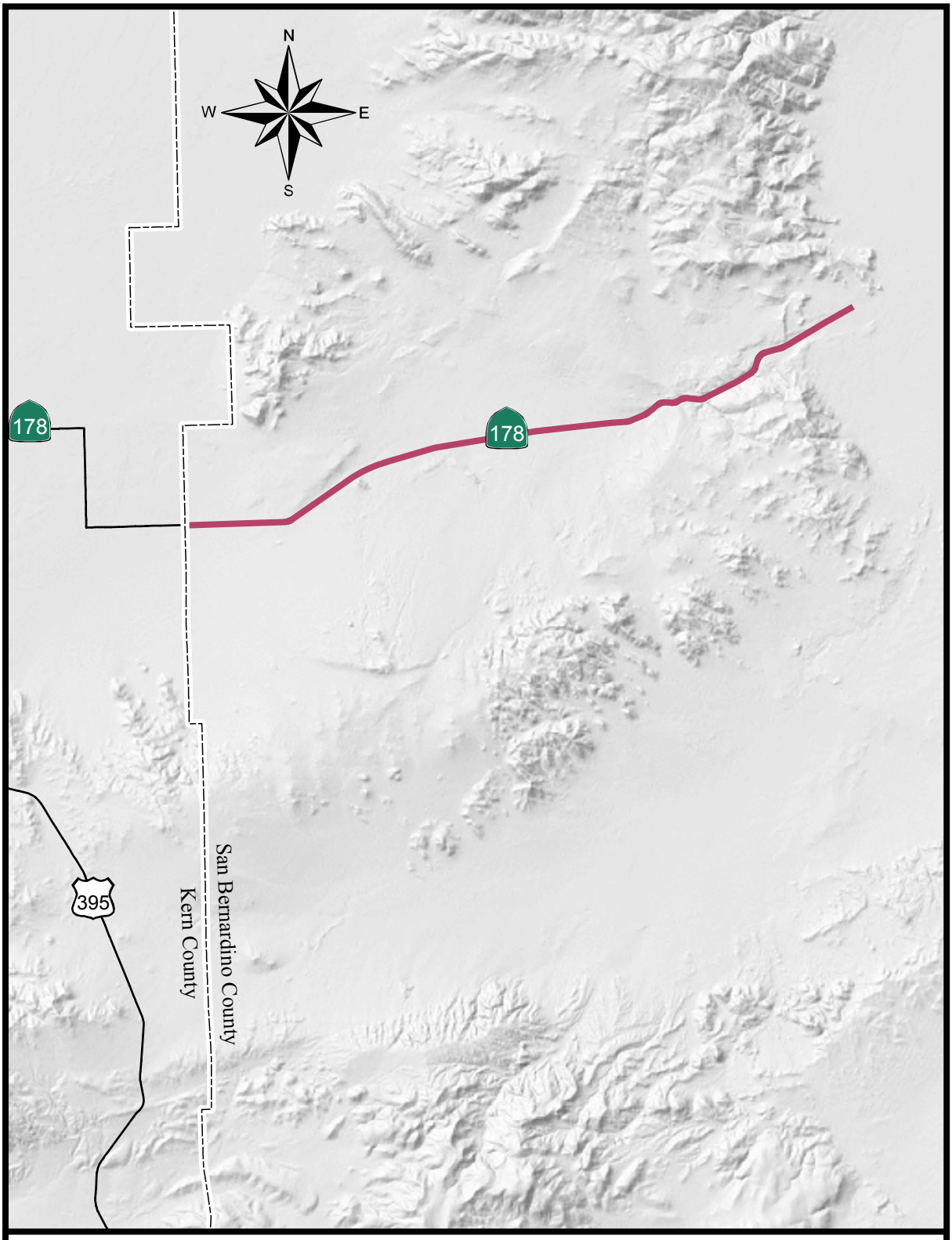

STATE ROUTE 178 SEGMENT MAP

Segment	Description
1.	Kern/SBd County Line to Pinnacle Rd.

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SR-178: Segment 1

Segment Limits: Kern/San Bernardino Co. Line to Pinnacle Road **County:** San Bernardino
Functional Classification: Conventional Highway **Post Miles:** 0.0-14.8
Rural/Urban/Urbanized: Rural **Length:** 14.8 miles
Gradeline: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		2 MFE	
3,200	66%	380 (11.9%)	20 (5.5%)	V/C	LOS	V/C	LOS	Minimum Requirement	Concept
				0.18	C	0.18	C	2 MF	2 MF

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-178: Segment 2

Segment Limits: Unconstructed
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 14.8-42.8
Length: 28.0 miles
Gradeline: Rolling

CONCEPT 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				N/A		N/A		N/A	
N/A	N/A	N/A	N/A	V/C	LOS	V/C	LOS	Alternatives	N/A
				N/A	N/A	N/A	N/A	N/A	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

STATE ROUTE 189 CONCEPT

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Route Description

State Route 189 (SR-189) is located entirely within District 8 in the County of San Bernardino. It is a two-lane undivided conventional highway that traverses mountainous terrain within the San Bernardino National Forest. The route begins at State Route 18 (SR-18) near the community of Crestline and terminates at State Route 173 (SR-173) near Lake Arrowhead. It serves the San Bernardino Mountain communities of Twin Peaks and Blue Jay. Total route length is 5.6 miles.

For the purposes of this study, SR-189 is divided into two segments. Its primary purpose is to serve local traffic and is recommended for relinquishment. Traffic volumes may vary significantly during the year with recreational peaks occurring on summer weekends.

State Route 189			
Segment	**County**	**Post Miles**	**Description**
1	SBd	0.0-2.8	SR-18 to Grass Valley Road
2	SBd	2.8-5.6	Grass Valley Road to SR-173

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

Segment	Planned SCAG RTP Facility	LOS D Concept Facility	Additional Lanes Needed
1	2 MF	Relinquish	-
2	2 MF	Relinquish	-

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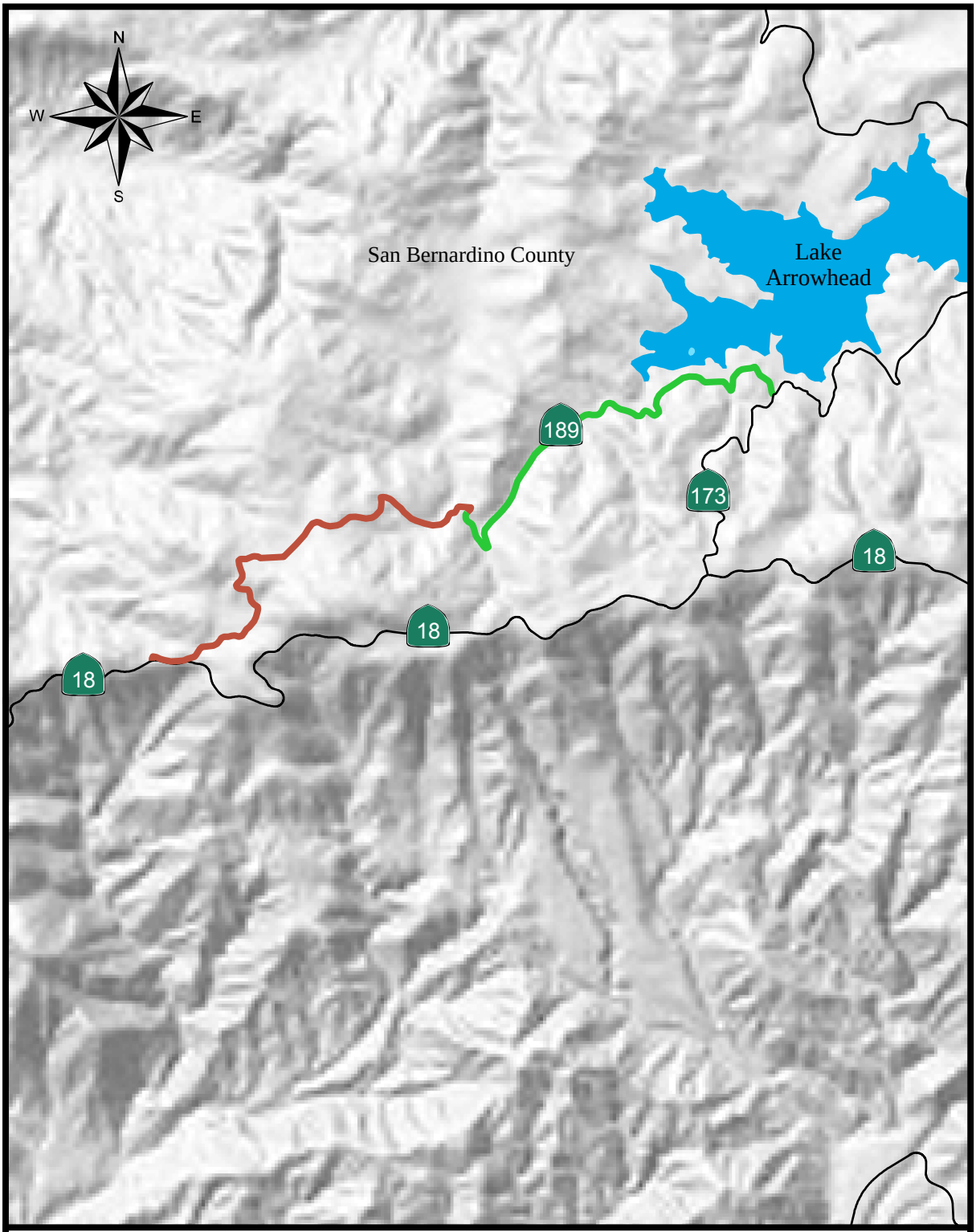

STATE ROUTE 189 SEGMENT MAP

Segment	Description
1.	SR-18 to Grass Valley Road
2.	Grass Valley Road to SR-173

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SR-189: SEGMENT 1

Segment Limits: SR-18 Junction to Grass Valley Road
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 0.0-2.8
Length: 2.8 miles
Grade Line: Mountainous

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D Minimum Requirement	LOS D Concept
5,700	58%	560 (9.8%)	17 (3.0%)	2 MF		2 MF		2 MFE	Relinquish
				V/C	LOS	V/C	LOS	Alternatives	
				0.24	C	0.24	C	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-189: SEGMENT 2

Segment Limits: Grass Valley Road to SR-173
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 2.8-5.6
Length: 2.8 miles
Grade Line: Mountainous

CONCEPT - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D Minimum Requirement	LOS D Concept
9,800	58%	1,060 (10.8%)	20 (2.2%)	2 MF		2 MF		2 MFE	Relinquish
				V/C	LOS	V/C	LOS	Alternatives	
				0.42	D	0.42	D	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

STATE ROUTE 210 CONCEPT

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ROUTE DESCRIPTION

State Route 210 (SR-210) begins in the City of Glendora at its junction with Interstate 210 (I-210) and ends at Interstate 10 (I-10) in the City of Redlands. SR-210 traverses portions of District 7 in Los Angeles County and District 8 in San Bernardino County. Within District 8 the route length is 34.2 miles. It is a four to ten-lane freeway with high occupancy vehicle lanes. SR-210 traverses the Cities of Upland, Rancho Cucamonga, Fontana, Rialto, San Bernardino, Highland, and Redlands.

For the purposes of this study, SR-210 is divided into five segments. SR-210 is an urban freeway that serves high volumes of commuter traffic traveling between job centers in the urbanized areas of San Bernardino and Los Angeles Counties.

INTERSTATE 210			
Segment	**County**	**Post Miles**	**Description**
1	SBd	0.0-11.5	Los Angeles/San Bernardino County Line to I-15
2	SBd	11.5-R21.9	I-15 to I-215
3	SBd	R21.9-R23.1	I-215 to SR-259
4	SBd	R23.1-R26.7	SR-259 to Highland Avenue
5	SBd	R26.7-R33.2	Highland Avenue to I-10

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

Segment	Planned SCAG RTP Facility	LOS D Concept Facility	Additional Lanes Needed
1	8 MF/2 HOV	8 MF/2 ML	-
2	8 MF/2 HOV	8 MF/2 ML	-
3	8 MF/2 HOV	8 MF/2 ML	-
4	8 MF/2 HOV	8 MF/2 ML	-
5	6 MF/2 HOV	6 MF/2 ML	-

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STATE ROUTE 210 SEGMENT MAP

Segment	Description
1.	LA/SBD County Line to I-15
2.	I-15 to I-215
3.	I-215 to SR-259
4.	SR-259 to Highland Avenue
5.	Highland Avenue to I-10

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SR-210: Segment 1

Segment Limits: Los Angeles/San Bernardino Co. Line to I-15
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: 0.0-11.5
Length: 11.5 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				6 MF/2 HOV		8 MF/2 HOV		Minimum Requirement: 10 MFE	Concept: 8 MF/2 ML
185,800	60%	13,800 (7.4%)	1,000 (7.3%)	V/C	LOS	V/C	LOS	Alternatives	
				1.05	F	0.78	D	8 MF/2 ML	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	0.0-R22.8	Upland/ Rancho Cucamonga/Fontana /Rialto/San Bernardino	Various	1 MF in each direction/ construct-improve I-215 connectors
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-210: Segment 2

Segment Limits: I-15 to I-215
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: 11.5-R21.9
Length: 10.4 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D Minimum Requirement	LOS D Concept
127,200	60%	9,800 (7.7%)	690 (7%)	6 MF/2 HOV		8 MF/2 HOV		10 MFE	8 MF/2 ML
				V/C	LOS	V/C	LOS	Alternatives	
				0.67	C	0.50	B	8 MF/2 ML	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	0.0-R22.8	Upland/ Rancho Cucamonga/Fontana/Rialto/San Bernardino	Various	1 MF in each direction/ construct-improve I-215 connectors
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	19.5-20.3	Rialto	SANBAG	New Pepper Avenue IC
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-210: Segment 3

Segment Limits: I-215 to SR-259
2035 Functional Classification: Freeway
2035 Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: R21.9 to R23.1
Length: 1.2 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				6 MF		8 MF/2 HOV		10 MFE	
92,400	60%	11,600 (12.6%)	550 (4.7%)	V/C	LOS	V/C	LOS	Alternatives	8 MF/2 ML
				1.09	F	0.63	C	8 MF/2 ML	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	0.0-R22.8	Upland/ Rancho Cucamonga/Fontana /Rialto/San Bernardino	Various	1 MF in each direction/ construct-improve I-215 connectors
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	R22.0-R33.2	San Bernardino/ Highland	Caltrans	Add 2 MF and 2 HOV
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-210: Segment 4

Segment Limits: SR-259 to Highland Avenue
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: R23.1-R26.7
Length: 3.6 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				6 MF		8 MF/2 HOV		10 MFE	
155,700	60%	13,400 (8.6%)	620 (4.6%)	V/C	LOS	V/C	LOS	Alternatives	8 MF/2 ML
				1.24	F	0.75	D	8 MF/2 ML	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	R22.0-R33.2	San Bernardino/ Highland	Caltrans	2 MF and 2 HOV
SBd	R23.5-R24.5	San Bernardino	San Bernardino	Waterman Avenue IC
SBd	R25.0-R26.0	San Bernardino	San Bernardino	Del Rosa Avenue IC
SBd	R26.5-R27.1	San Bernardino	San Bernardino	Highland Avenue IC
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-210: Segment 5

Segment Limits: Highland Avenue to I-10
Functional Classification: Freeway
Rural/Urban/Urbanized: Urban

County: San Bernardino
Post Miles: R26.7 to R33.2
Length: 6.5 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D Minimum Requirement	LOS D Concept
114,900	60%	10,300 (9%)	480 (4.7%)	4 MF		6 MF/2 HOV		8 MFE	6 MF/2 ML
				V/C	LOS	V/C	LOS	Alternatives	
				0.97	E	0.72	D	6 MF/2 ML	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	R30.0	Highland	Caltrans	Widen Baseline ramps
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	R22.0-R33.2	San Bernardino/ Highland	Caltrans	2 MF and 2 HOV
SBd	R26.5-R27.1	San Bernardino	San Bernardino	Highland Ave. IC
SBd	R27.4	Highland	Highland	New Victoria Ave. IC
SBd	R30.0-R30.8	Highland	Highland	Widen 5th St. ramps
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

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INTERSTATE 215 CONCEPT

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ROUTE DESCRIPTION

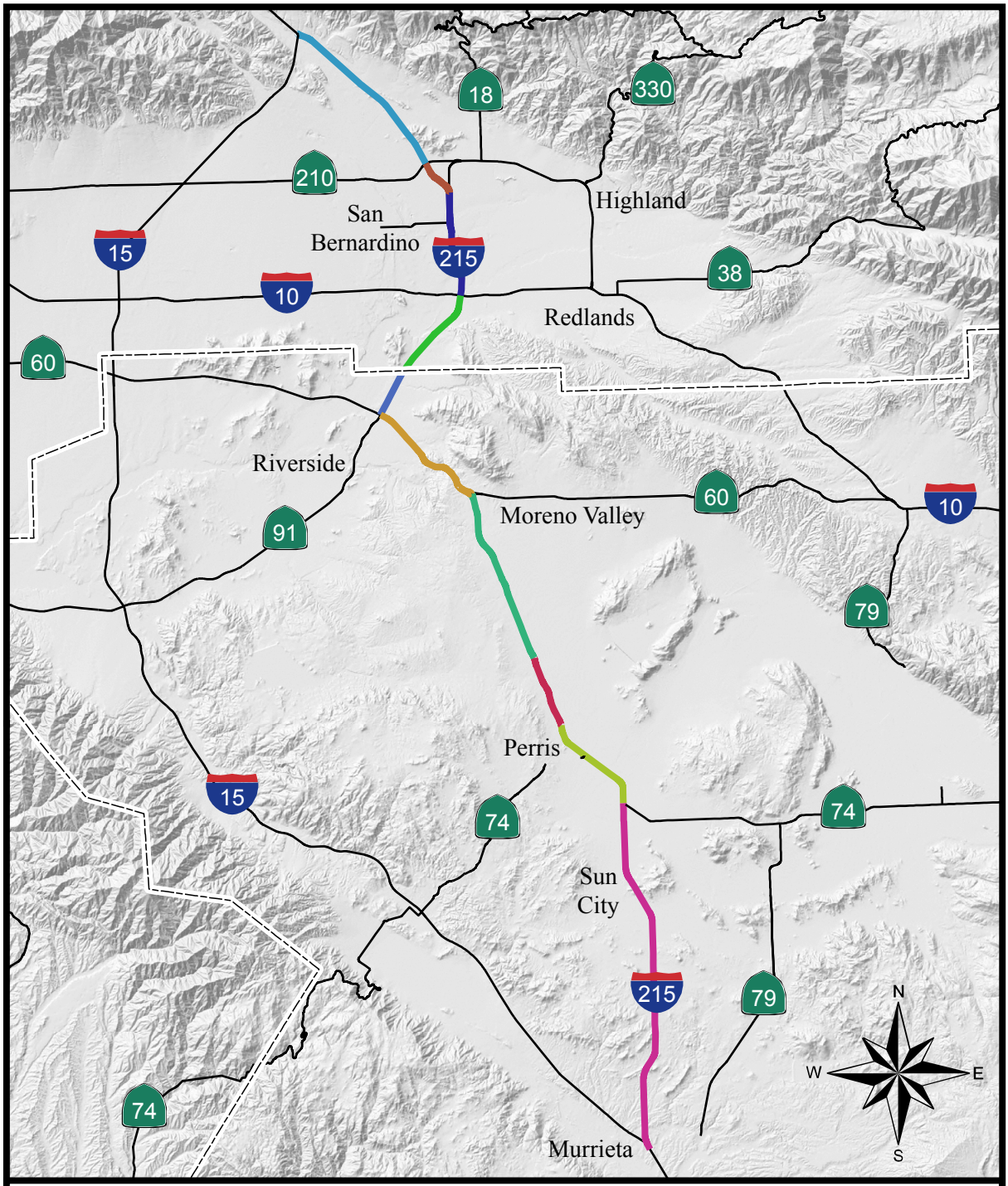
Interstate 215 (I-215) begins at its southerly junction with Interstate 15 (I-15) in the City of Murrieta, Riverside County and terminates at its northerly junction with I-15 in the community of Devore, San Bernardino County. The total length of I-215 is 55 miles, all of which is within District 8, and ranges from four to seven mixed-flow lanes, which includes one truck accending lane.

For the purposes of this study, I-215 is divided into 10 segments traversing urbanized or urbanizing areas. The route provides north-south movement through the San Bernardino-Riverside Urbanized Area and serves high volumes of commuters.

INTERSTATE 215			
Segment	**County**	**Post Miles**	**Description**
1	Riv	R9.0-23.5	I-15 to SR-74 South
2	Riv	23.5-R27.9	SR-74 South to Nuevo Road
3	Riv	R27.9-R30.9	Nuevo Road to Ramona Expressway
4	Riv	R30.9-R38.3	Ramona Expressway to SR-60 East Junction
5	Riv	R38.3-R43.3	SR-60 East Junction to 60/91/215 Interchange
6	Riv	R43.3-45.3	60/91/215 Interchange to Riv/SBd County Line
7	SBd	0.0-4.1	Riv/SBd County Line to I-10
8	SBd	4.1-8.6	I-10 to SR-259
9	SBd	8.6-10.1	SR-259 to SR-210
10	SBd	10.1-17.8	SR-210 to I-15

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

INTERSTATE 215			
Segment	**Planned SCAG RTP Facility**	**LOS D Concept Facility**	**Additional Lanes Needed**
1	6 MF	6 MF/2 ML	2 ML
2	6 MF	6 MF/2 ML	2 ML
3	6 MF/2 HOV	6 MF/2 ML	-
4	6 MF/2 HOV	8 MF/2 ML	2MF
5	6 MF/2 HOV/1 T	12 MF/2 ML/1 T	6 MF
6	8 MF/2 HOV	10 MF/2 ML	2MF
7	8 MF/2 HOV	10 MF/2 ML	2MF
8	8 MF/2 HOV	12 MF/2 ML	4 MF
9	6 MF/2 HOV	6 MF/2 ML	-
10	6 MF/2 HOV	6 MF/2 ML	-



INTERSTATE 215 SEGMENT MAP

Segment	Description
1.	I-15 to SR-74 South
2.	SR-74 South to Nuevo Rd.
3.	Nuevo Rd. to Ramona Expwy.
4.	Ramona Expwy. to SR-60 East Jct.
5.	SR-60 East Jct. to 60/91/215 IC
6.	60/91/215 IC to Riv/SBd County Line
7.	Riv/SBd County Line to I-10
8.	I-10 to SR-259
9.	SR-259 to SR-210
10.	SR-210 to I-15

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I-215: Segment 1

Segment Limits: I-15 to SR-74 South
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: R9.0-23.5
Length: 14.5 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				4 MF		6 MF		Minimum Requirement	Concept
				V/C	LOS	V/C	LOS	Alternatives	
138,800	57%	11,200 (8.1%)	550 (4.9%)	1.58	F	1.05	F	6 MF/2 ML	6 MF/2 ML
								6 MF 6 MTR	
								6 MF 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	R8.2-R16.0	Riv Co.	RCTC	Add 1 MF in each direction
Riv	R10.6-R11.1	Murrieta	Murrieta	Improve Los Alamos IC/ramps
Riv	R12.3-R12.8.	Murrieta	Murrieta	Reconstruct/widen Clinton Keith Rd. IC and ramps
Riv	R13.0	Murrieta	Murrieta	Construct new Linnel Ln. OC
Riv	R14.2-R28.5	Riv Co.	RCTC	Add 1 MF in each direction
Riv	R14.3-R14.8	Murrieta	Murrieta	Reconstruct Keller Rd. OC
Riv	R15.0-R16.0	Riv Co.	Riv Co.	Reconstruct/widen Scott Rd. IC and ramps
Riv	R17.4-R19.3	Riv Co.	Riv Co.	Reconstruct/widen Newport Ave. IC and ramps
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	R8.0-R10.0	Murrieta	RCTC	Add 1 MF in each direction
Riv	R16.0-R17.0	Riv Co.	Caltrans/Riv Co	Construct new Garbani Rd. IC/ramps
Riv	R20.3-21.3	Menifee	Riv Co	Reconstruct/widen McCall Blvd. IC/ramps
Riv	22.4-23.1	Perris	Perris	Reconstruct/widen Ethanac Rd. IC
Riv	23.0-24.0	Perris	Perris	Reconstruct Matthews Rd. IC and ramps
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

I-215: Segment 2

Segment Limits: SR-74 to Nuevo Road
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: 23.5-R27.9
Length: 4.4 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
				4 MF		6 MF		8 MFE	
				V/C	LOS	V/C	LOS	Alternatives	
130,000	56%	10,400 (8%)	830 (8%)	1.38	F	0.92	E	6 MF/2 ML	6 MF/2 ML
								6 MF 6 MTR	
								6 MF 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	R14.2-R28.5	Riverside Co.	RCTC	1 MF in each direction
Riv	25.5-27.0	Perris	RCTC	SR-74 IC Modification
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	23.0-24.0	Perris	Perris	Improve Matthews Rd IC and ramps
Riv	24.7-26.1	Perris	Perris	New Ellis Ave. IC with ramps
Riv	27.4-R28.4	Perris	Perris	Improve Nuevo Rd. IC and ramps
Riv	R27.9-R38.3	Riverside Co.	Caltrans/RCTC	1 HOV in each direction
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

I-215: Segment 3

Segment Limits: Nuevo Road to Ramona Expressway
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: R27.9-R30.9
Length: 3.0 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				6 MF		6 MF/2 HOV		8 MFE	
				V/C	LOS	V/C	LOS	Minimum Requirement	Concept
153,000	56%	11,900 (7.8%)	940 (7.9%)	1.04	F	0.79	D	6 MF/2 ML	6 MF/2 ML
								6 MF 6 MTR	
								6 MF 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	R14.2-R28.5	Riv Co.	RCTC	Add 1 MF in each direction
Riv	R29.5	Perris	Perris	Construct new Placentia Ave. IC and ramps
Riv	R30.7-R31.1	Perris	Perris	Reconstruct/widen Ramona Expwy. IC
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	27.4-R28.4	Perris	Perris	Improve Nuevo Rd. IC and ramps
Riv	R27.9-R38.3	Riv Co.	Caltrans/RCTC	Add 1 HOV in each direction
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

I-215: Segment 4

Segment Limits: Ramona Expressway to SR-60 East Junction
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: R30.9-R38.3
Length: 7.4 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				6 MF		6 MF/2 HOV		Minimum Requirement	Concept
				V/C	LOS	V/C	LOS	Alternatives	
181,800	55%	14,400 (7.9%)	1,100 (7.4%)	1.24	F	1.01	F	8 MF/2 ML	8 MF/2 ML
								6 MF/2 ML 6 MTR	
								6 MF/2 ML 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	R30.7-R31.1	Perris	Perris	Reconstruct/widen Ramona Expwy. IC
Riv	R32.3-R35.8	Perris	Riverside Co.	Improve Van Buren Blvd. IC
Riv	R35.4-R36.2	Riverside/Moreno Valley	Riverside Co.	Improve Cactus Ave. IC
Riv	R37.7-43.9	Riverside	Caltrans	Improve I-215/SR-60Jct. /add HOV/ aux./ SB truck lane
Riv	R38.0-R38.9	Riverside/ Moreno Valley	RCTC	Add 2 HOV direct connectors/widen IC
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	R27.9-R38.3	Riverside Co.	Caltrans/ RCTC	1 HOV in each direction
Riv	R31.8-R32.8	Perris	Perris	Improve Oleander Ave. IC
Riv	R35.9-R36.9	Riverside	Riverside Co.	Improve Alessandro Blvd. IC
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

I-215: Segment 5

Segment Limits: SR-60 East Jct. to 60/91/215 Interchange
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: R38.3-43.3
Length: 5.0 miles
Grade Line: Rolling

Concept - 2035 Facility

<table>
<tr><th rowspan="3">ADT</th><th rowspan="3">Dir. Split</th><th rowspan="3">Peak Hour</th><th rowspan="3">Truck Peak Hour</th><th colspan="2" rowspan="2">No-Build</th><th colspan="2" rowspan="2">Planned SCAG RTP</th><th colspan="2">LOS D</th></tr>
<tr><th>Minimum Requirement</th><th rowspan="6">Concept</th></tr>
<tr><td colspan="2">6 MF/2 HOV
1 T</td><td colspan="2">6 MF/2 HOV
1 T</td><td>14 MFE
1 T</td></tr>
<tr><th>V/C</th><th>LOS</th><th>V/C</th><th>LOS</th><th>Alternatives</th></tr>
<tr><td rowspan="3">249,000</td><td rowspan="3">53%</td><td rowspan="3">19,900
(8%)</td><td rowspan="3">1,350
(6.8%)</td><td rowspan="3">1.50</td><td rowspan="3">F</td><td rowspan="3">1.51</td><td rowspan="3">F</td><td>12 MF/2 ML
1 T</td></tr>
<tr><td>6 MF/2 ML
1 T
18 MTR</td></tr>
<tr><td>6 MF/2 ML
1 T
270 MTB</td></tr>
</table>

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
Riv	R38.0-R38.9	Riverside/ Moreno Valley	RCTC	2 HOV direct connectors
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	R27.9-R38.3	Riverside Co.	Caltrans/RCTC	1 HOV in each direction
Riv	41.0-42.0	Riverside	Caltrans	Improve University Ave. IC
Riv	41.7-42.4	Riverside	Caltrans	Number 4 lane extension
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

I-215: Segment 6

Segment Limits: 60/91/215 IC to Riv/SBd County Line
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: Riverside
Post Miles: 43.3-45.3
Length: 2.0 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				6 MF		8 MF/2 HOV		12 MFE	
				V/C	LOS	V/C	LOS	Alternatives	
223,600	54%	17,400 (7.8%)	770 (4.4%)	1.47	F	0.92	E	10 MF/2 ML	10 MF/2 ML
								8 MF/2 ML 6 MTR	
								8 MF/2 ML 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd/Riv	Riv-215 43.2-45.3 SBd-215 0.0-5.1	Riverside/Grand Terrace/Colton/ San Bernardino	SANBAG	1 MF/1 HOV in each direction/auxiliary lanes
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
Riv	43.4-44.4	Riverside	Caltrans/RCTC	Improve Columbia Ave. IC
Riv	44.5-45.5	Riverside	Caltrans/RCTC	Improve Center St. IC
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

I-215: Segment 7

Segment Limits: Riv/SBd County Line to I-10
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: 0.0-4.1
Length: 4.1 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				6 MF		8 MF/2 HOV		Minimum Requirement	Concept
				V/C	LOS	V/C	LOS	Alternatives	
245,900	53%	19,400 (7.9%)	810 (4.2%)	1.60	F	1.02	F	10 MF/2 ML	10 MF/2 ML
								8 MF/2 ML 6 MTR	
								8 MF/2 ML 90 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	1.3	Grand Terrace	SANBAG	Reconstruct/widen Barton Rd. IC
SBd	4.1-10.1	San Bernardino	Caltrans/ SANBAG/ SBd Co.	1 MF/1 HOV each dir./ aux. lanes/braided ramps
SBd/Riv	Riv-215 43.2-45.3 SBd-215 0.0-5.1	Riverside/Grand Terrace/Colton/ San Bernardino	SANBAG	1 MF/1 HOV in each direction/auxiliary lanes
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

I-215: Segment 8

Segment Limits: I-10 to SR-259
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: 4.1-8.6
Length: 4.5 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				6 MF		8 MF/2 HOV		14 MFE	
				V/C	LOS	V/C	LOS	Alternatives	
247,500	56%	19,800 (8%)	910 (4.6%)	1.71	F	1.09	F	12 MF/2 ML	12 MF/2 ML
								8 MF/2 ML 12 MTR	
								8 MF/2 ML 180 MTB	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	4.1-10.1	San Bernardino	Caltrans/ SANBAG/ SBd Co.	1 MF/1 HOV each dir./ aux. lanes/braided ramps
SBd/Riv	Riv-215 43.2-45.3 SBd-215 0.0-5.1	Riverside/Grand Terrace/Colton/ San Bernardino	SANBAG	1 MF/1 HOV in each direction/auxiliary lanes
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

I-215: Segment 9

Segment Limits: SR-259-SR-210
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: 8.6-10.1
Length: 1.5 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D Minimum Requirement	LOS D Concept
131,600	59%	11,300 (8.6%)	690 (6.1%)	4 MF		6 MF/2 HOV		8 MFE	6 MF/2 ML
				V/C	LOS	V/C	LOS	Alternatives	
				1.67	F	0.85	D	6 MF/2 ML	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	4.1-10.1	San Bernardino	Caltrans/ SANBAG/ SBd Co.	1 MF/1 HOV each dir./aux. lanes/braided ramps
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	9.5-18.0	San Bernardino	Caltrans	1 HOV in each direction
SBd	10.0-18.0	San Bernardino	Caltrans	1 MF in each direction
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

I-215: Segment 10

Segment Limits: SR-210 to I-15
Functional Classification: Freeway
Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: 10.1-17.8
Length: 7.7 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
140,000	62%	10,500 (7.5%)	630 (6%)	4 MF		6 MF/2 HOV		8 MFE	6 MF/2 ML
				V/C	LOS	V/C	LOS	Alternatives	
				1.61	F	0.81	D	6 MF/2 ML	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	11.6	San Bernardino	San Bernardino	Reconstruct University Pkwy IC and ramps
SBd	14.0-16.4	San Bernardino	Caltrans	Devore IC improvements
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	9.5-18.0	San Bernardino	Caltrans	1 HOV in each direction
SBd	10.0-18.0	San Bernardino	Caltrans	1 MF in each direction
SBd	12.8	San Bernardino	San Bernardino	Construct new Pepper-Linden Ave. IC
SBd	13.5-14.5	San Bernardino	San Bernardino	Reconstruct Palm Ave. IC
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

STATE ROUTE 243 CONCEPT

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ROUTE DESCRIPTION

Located entirely within the County of Riverside, State Route 243 (SR-243) begins at the southerly junction of State Route 74 (SR-74) in the community of Mountain Center and terminates at the northerly junction with Interstate 10 (I-10) in the City of Banning. The total length of SR-243 is 30 miles.

For the purposes of this study, SR-243 is divided into four segments. The route is a two-lane conventional highway providing access to and from the mountain communities including recreational uses in the San Jacinto Mountains.

STATE ROUTE 243			
Segment	**County**	**Post Miles**	**Description**
1	Riv	0.0-3.6	SR-74 to Country Club Drive
2	Riv	3.6-7.5	Country Club Drive Marion Ridge Drive
3	Riv	7.5-28.3	Marion Ridge Drive to San Gorgonio Avenue
4	Riv	28.3-29.7	San Gorgonio Avenue to I-10

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

Segment	Planned SCAG RTP Facility	LOS D Concept Facility	Additional Lanes Needed
1	2 MF	2 MF	-
2	2 MF	2 MF	-
3	2 MF	2 MF	-
4	2 MF	2 MF	-

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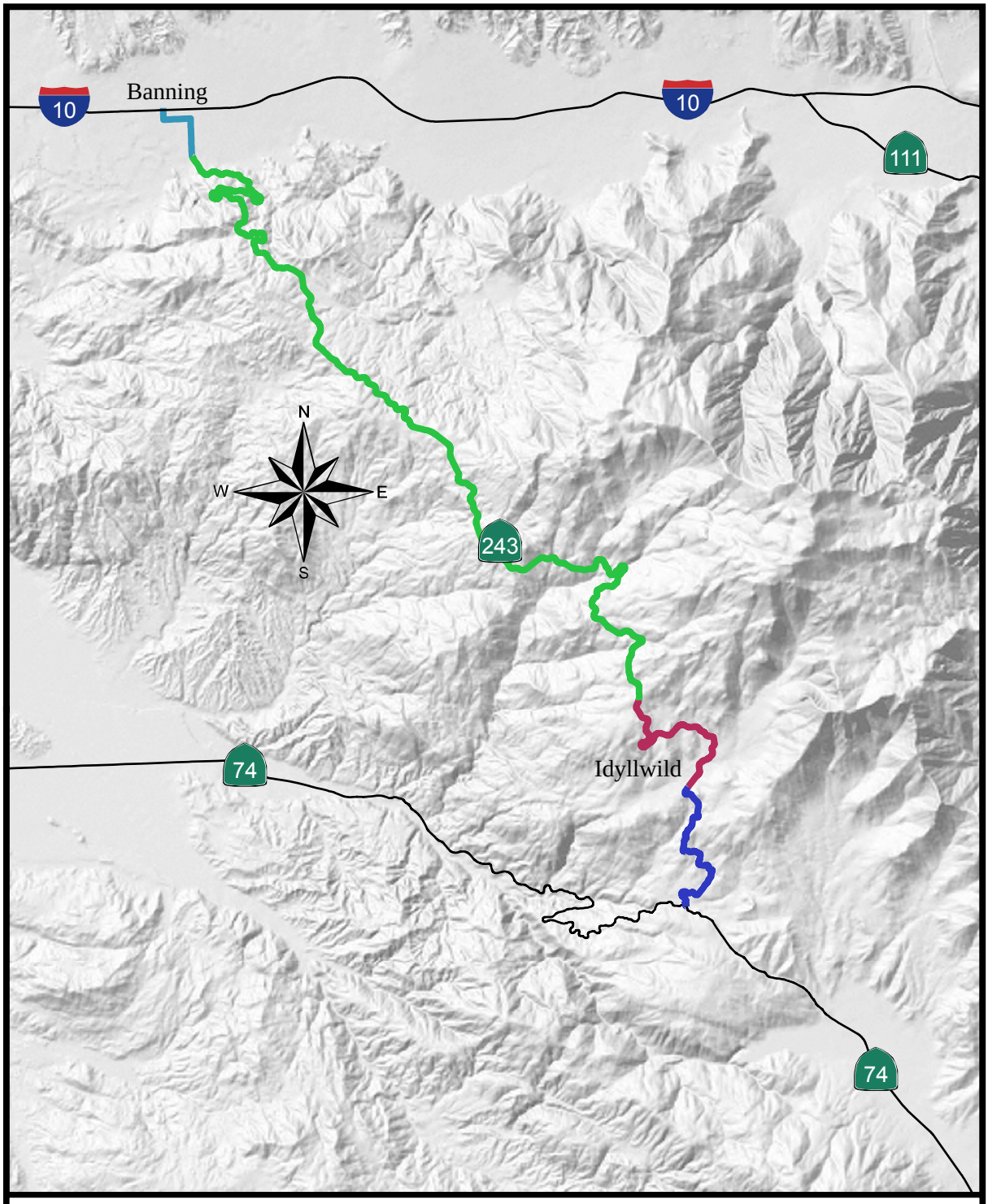

STATE ROUTE 243 SEGMENT MAP

Segment	Description
1.	SR-74 to Country Club Drive
2.	Country Club Drive to Marion Ridge Drive
3.	Marion Ridge Drive to San Gorgonia Avenue
4.	San Gorgonio Avenue to I-10

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SR-243: Segment 1

Segment Limits: SR-74 to Country Club Drive
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: 0.0-3.6
Length: 3.6 miles
Grade Line: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		2 MFE	
5,100	70%	560 (11%)	10 (2%)	V/C	LOS	V/C	LOS	Alternatives	2 MF
				0.29	C	0.29	C	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-2: Segment 2

Segment Limits: Country Club Drive to Marion Ridge Dr. **County:** Riverside
Functional Classification: Conventional Highway **Post Miles:** 3.6-7.5
Rural/Urban/Urbanized: Rural **Length:** 3.9 miles
Grade Line: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		2 MFE	
5,700	70%	720 (12.7%)	10 (2%)	V/C	LOS	V/C	LOS	Alternatives	2 MF
				0.35	D	0.35	D	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-243: Segment 3

Segment Limits: Marion Ridge Dr. to San Gorgonio Ave.
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: 7.5-28.3
Length: 20.8 miles
Grade Line: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		2 MFE	
2,800	70%	480 (17.2%)	10 (2%)	V/C	LOS	V/C	LOS	Alternatives	2 MF
				0.25	C	0.25	C	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-243: Segment 4

Segment Limits: San Gorgonio Avenue to I-10
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urban

County: Riverside
Post Miles: 28.3-29.7
Length: 1.4 miles
Grade Line: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		Minimum Requirement	Concept
6,900	70%	740 (10.2%)	20 (3%)	V/C	LOS	V/C	LOS	Alternatives	2 MF
				0.33	D	0.33	D	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

STATE ROUTE 247 CONCEPT

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ROUTE DESCRIPTION

State Route 247 (SR-247) is a two-lane undivided conventional highway at the eastern edge of the San Bernardino Mountains, entirely within the County of San Bernardino. It begins in Yucca Valley at its junction with State Route 62 and intersects State Route 18 in Lucern Valley and continues north ending at its junction with Interstate 15 in the City of Barstow. It is 78.1 miles in length.

For the purposes of this study, SR-247 is divided into six segments. It serves inter- and intra-regional traffic between Cities of Yucca Valley and Barstow and the Mojave Desert communities of Landers and Lucerne Valley.

STATE ROUTE 247			
Segment	**County**	**Post Miles**	**Description**
1	SBd	0.0-2.3	SR-62 to Hillcrest Drive
2	SBd	2.3-3.0	Hillcrest Drive to Buena Vista Drive
3	SBd	3.0-39.6	Buena Vista Drive to Camp Rock Road
4	SBd	39.6-44.9	Camp Rock Road to West Junction SR-18
Break in Route			
5	SBd	44.9-76.4	South SR-18 to 1.7 miles south of I-15 (Barstow city limits)
6	SBd	76.4-78.1	1.7 miles south of I-15 (Barstow city limits) to I-15

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

Segment	Planned SCAG RTP Facility	LOS D Concept Facility	Additional Lanes Needed
1	4 MF	4 MF	-
2	2 MF	4 MF	2 MF
3	2 MF	4 MF	2 MF
4	2 MF	2 MF	-
5	2 MF	2 MF	-
6	4 MF	4 MF	-

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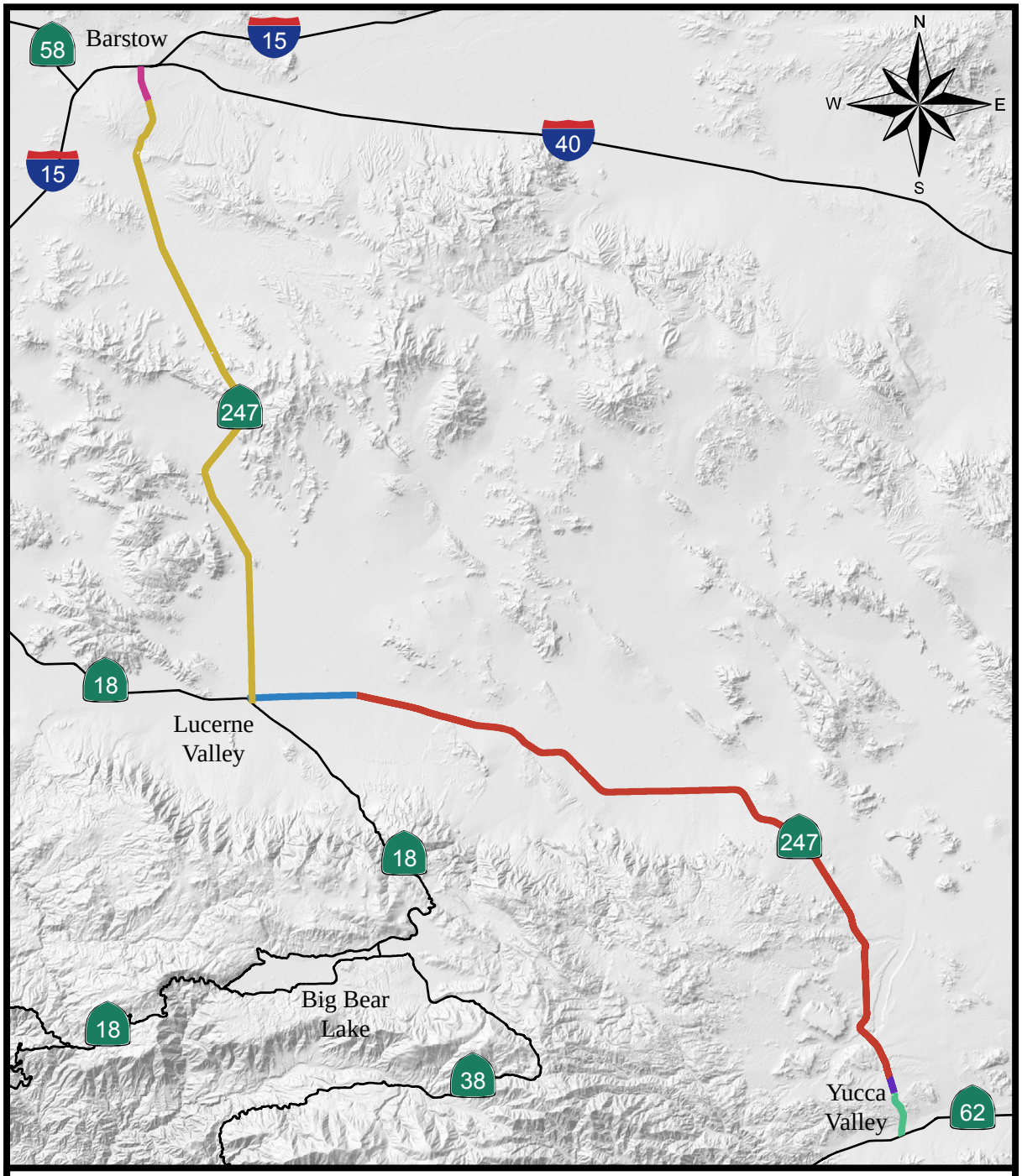

STATE ROUTE 247 SEGMENT MAP

Segment	Description
1.	SR-62 to Hillcrest Drive
2.	Hillcrest Drive to Buena Vista Drive
3.	Buena Vista Drive to Camp Rock Road
4.	Camp Rock Road to West Junction SR-18
5.	South SR-18 to 1.7 miles south of I-15 (Barstow city limits)
6.	1.7 miles south of I-15 (Barstow city limits) to I-15

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SR-247: Segment 1

Segment Limits: SR-62 to Hillcrest Drive
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 0.0-2.3
Length: 2.3 miles
Gradeline: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D Minimum Requirement	LOS D Concept
25,700	56%	2,500 (9.9%)	110 (4.2%)	2 MF		4 MF		4 MFE	4 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.99	F	0.44	C	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
SBd	0.2-2.2	Yucca Valley	Caltrans	Widen from 2 to 4 lanes
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-247: Segment 2

Segment Limits: Hillcrest Drive to Buena Vista Drive
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 2.3-3.0
Length: 0.7 miles
Gradeline: Mountainous

CONCEPT 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		4 MFE	
21,200	57%	2,190 (10.3%)	100 (4.5%)	V/C	LOS	V/C	LOS	Alternatives	4 MF
				0.87	E	0.87	E	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-247: Segment 3

Segment Limits: Buena Vista Drive to Camp Rock Road
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 3.0-39.6
Length: 36.6 miles
Gradeline: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		4 MFE	
10,600	65%	1,350 (12.7%)	100 (7.6%)	V/C	LOS	V/C	LOS	Alternatives	4 MF
				0.62	E	0.62	E	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-247: Segment 4

Segment Limits: Camp Rock Road to West SR-18 Junction
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 39.6-44.9
Length: 5.3 miles
Gradeline: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
5,200	54%	500 (9.6%)	70 (13.9%)	2 MF		2 MF		2 MFE	2 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.22	C	0.22	C	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-247: Segment 5

Segment Limits: South SR-18 to 1.7 miles south of I-15
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 44.9-76.4
Length: 31.5 miles
Gradeline: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		Minimum Requirement	Concept
6,500	73%	940 (14.4%)	30 (3.5%)	V/C	LOS	V/C	LOS	Alternatives	2 MF
				0.46	D	0.46	D	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-247: Segment 6

Segment Limits: 1.7 miles south of I-15 to I-15
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 76.4-78.1
Length: 1.7 miles
Gradeline: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
27,000	64%	2,970 (11%)	60 (1.9%)	4 MF		4 MF		4 MFE	4 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.50	C	0.50	C	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

STATE ROUTE 259 CONCEPT

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ROUTE DESCRIPTION

State Route 259 (SR-259) is a four-lane divided freeway that serves as a connector for northbound I-215 to eastbound SR-210 and westbound SR-210 to southbound I-215. Its total length of 1.5 miles is within the City of San Bernardino.

For the purposes of this study, SR-259 is analyzed as one segment. As a connector, it serves as inter/intra-regional travel and local traffic with its only interchange at Highland Avenue.

STATE ROUTE 259			
Segment	**County**	**Post Miles**	**Description**
1	SBd	L0.0-1.5	I-215 to SR-210

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

Segment	Planned SCAG RTP Facility	LOS D Concept Facility	Additional Lanes Needed
1	4 MF	4 MF	-

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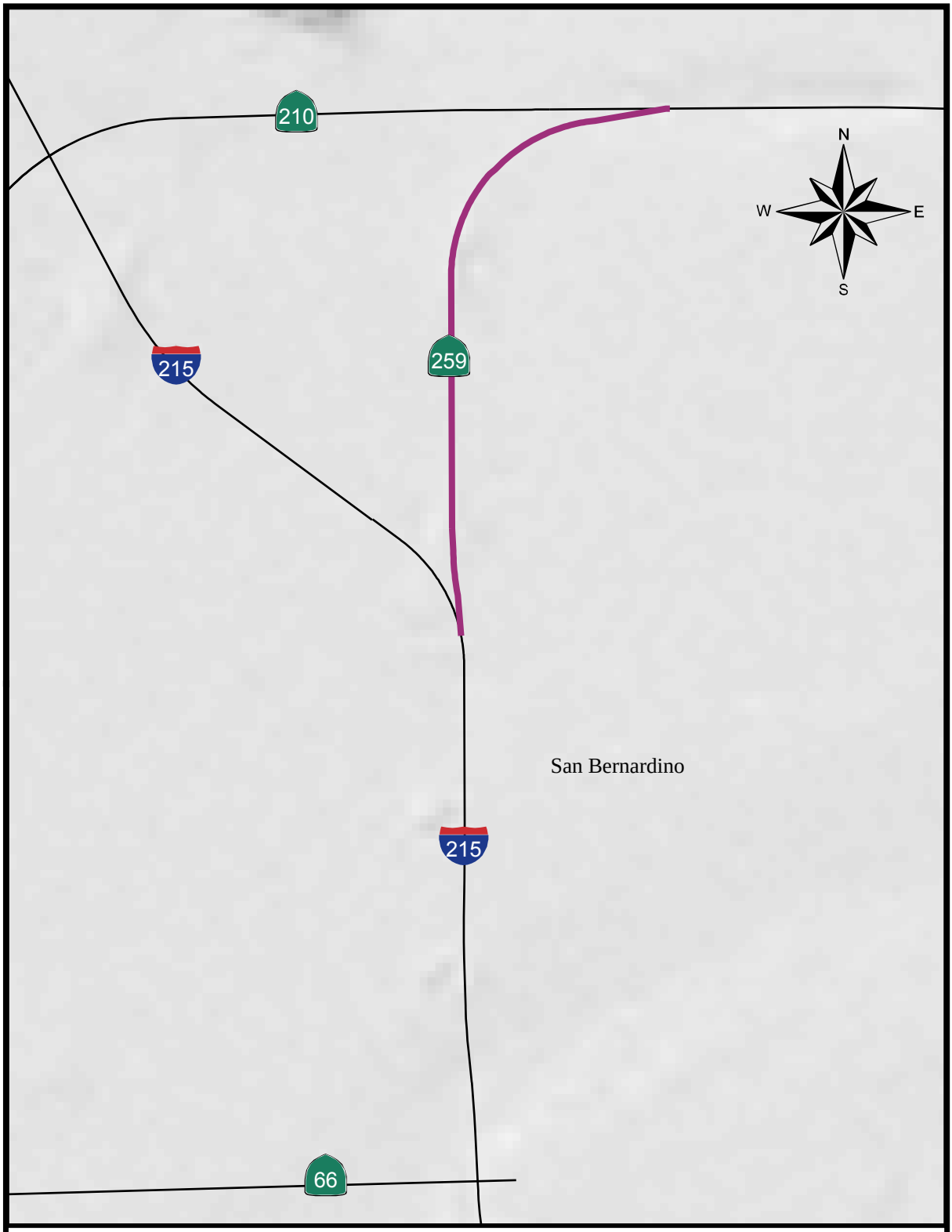

STATE ROUTE 259 SEGMENT MAP

Segment	Description
1.	I-215 to SR-210

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SR-259: Segment 1

Segment Limits: I-215 to SR-210
Functional Classification: Freeway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: L0.0-1.5
Length: 1.5 miles
Gradeline: Level

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
66,200	54%	6,690 (10.1%)	150 (2.3%)	4 MF		4 MF		4 MFE	4 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.83	D	0.83	D	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

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STATE ROUTE 330 CONCEPT

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Route Description

State Route 330 (SR-330) begins at State Route 210 (SR-210) in the City of San Bernardino and ends at its junction with State Route 18 (SR-18) in Running Springs. The route begins a four-lane freeway transitioning to a two-lane expressway with some passing lanes. The route traverses the mountainous terrain of the San Bernardino National Forest. It is 15.4 miles in length.

For the purposes of this study, SR-330 is divided into two segments. The route provides a major regional connection between the mountain area of Running Springs and the City of San Bernardino. The route also provides access to the Big Bear Valley recreation area via its connection to SR-18. SR-330 carries a significant amount of traffic during the summer and winter recreational seasons.

STATE ROUTE 330			
Segment	**County**	**Post Miles**	**Description**
1	SBd	R28.7-T30.1	SR-210 to County Flood Channel
2	SBd	T30.1-44.1	County Flood Channel to SR-18

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

Segment	Planned SCAG RTP Facility	LOS D Concept Facility	Additional Lanes Needed
1	4 MF	4 MF	-
2	2 MF	4 MF	2 MF

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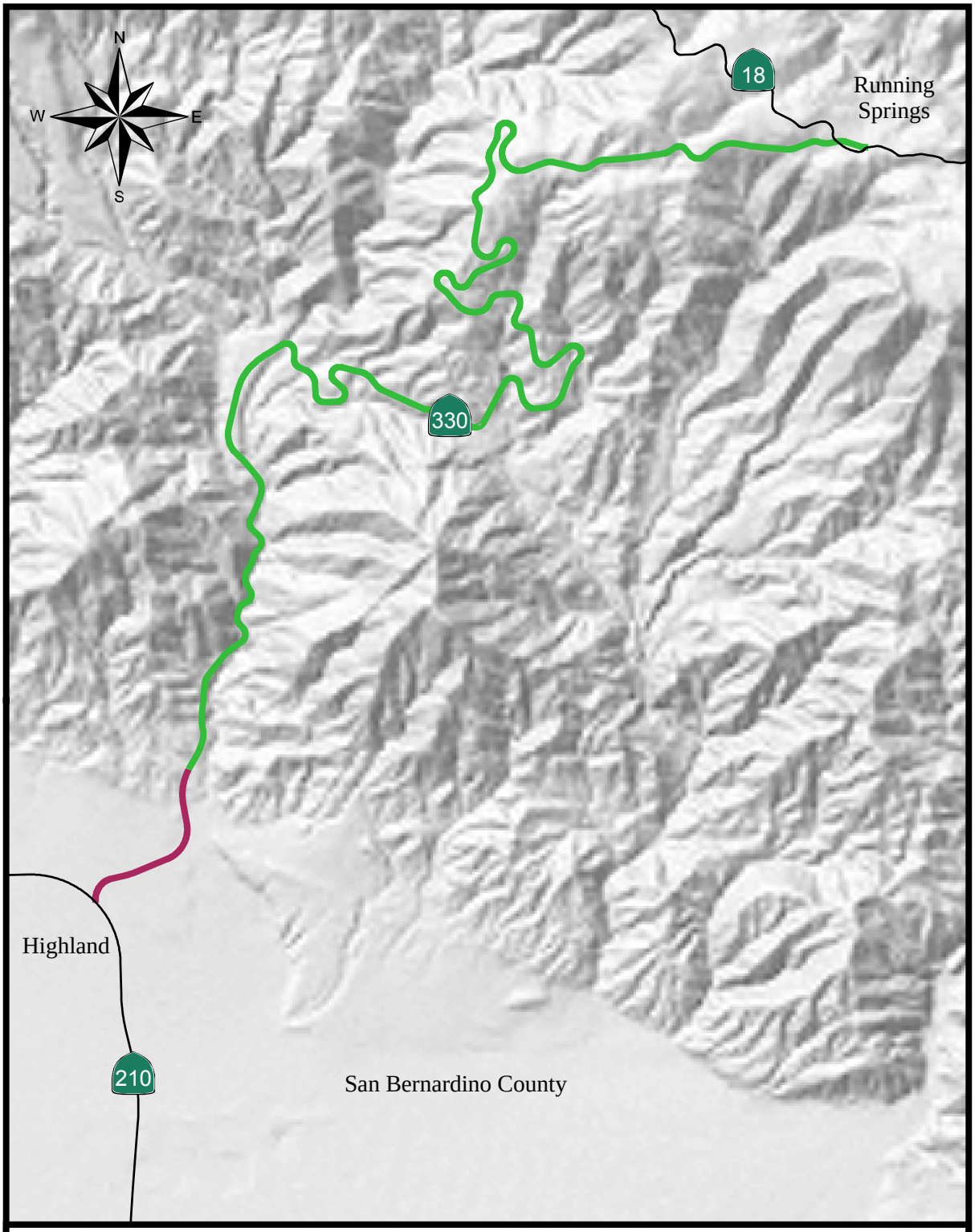

STATE ROUTE 330 SEGMENT MAP

Segment	Description
1.	SR-210 to County Flood Channel
2.	County Flood Channel to SR-18

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SR-330: SEGMENT 1

Segment Limits: SR-210 to County Flood Channel
2035 Functional Classification: Freeway
2035 Rural/Urban/Urbanized: Urbanized

County: San Bernardino
Post Miles: R28.7-T30.1
Length: 1.4 miles
Grade Line: Mountainous

CONCEPT – 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
24,600	66%	2,730 (11.1%)	80 (2.6%)	4 MF		4 MF		4 MFE	4 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.51	C	0.51	C	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-330: SEGMENT 2

Segment Limits: County Flood Channel to SR-18
2035 Functional Classification: Expressway
2035 Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: T30.1-44.1
Length: 14.0 miles
Grade Line: Mountainous

CONCEPT – 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		4 MFE	
22,200	66%	2,750 (12.4%)	90 (3.2%)	V/C	LOS	V/C	LOS	Alternatives	4 MF
				1.17	F	1.17	F	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

STATE ROUTE 371 CONCEPT

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ROUTE DESCRIPTION

State Route 371 (SR-371) is a two-lane undivided converntional. The total length of SR-371 is 20.8 miles beginning in the community of Auanga at State Route 79 (SR-79) near the Riverside-San Diego County Line traverses the communities of Riverside Lake and Anza ending at its junction with State Route 74 (SR-74).

For the purposes of this study, SR-371 is divided into four segments. The route provides access to and from San Diego County, the desert communities of Coachella Valley, and urbanized areas of the Inland Empire via SR-74 and SR-79.

STATE ROUTE 371			
Segment	**County**	**Post Miles**	**Description**
1	Riv	56.4-60.2	SR-79 to Wilson Valley Road
2	Riv	60.2-67.7	Wilson Valley Road to Cary Road
3	Riv	67.7-71.3	Cary Road to Contreras Road
4	Riv	71.3-77.2	Contreras Road to SR-74

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service "D" through 2035. The last column indicates the difference between the two concepts.

Segment	Planned SCAG RTP Facility	LOS D Concept Facility	Additional Lanes Needed
1	2 MF	2 MF	-
2	2 MF	2 MF	-
3	2 MF	2 MF	-
4	2 MF	2 MF	-

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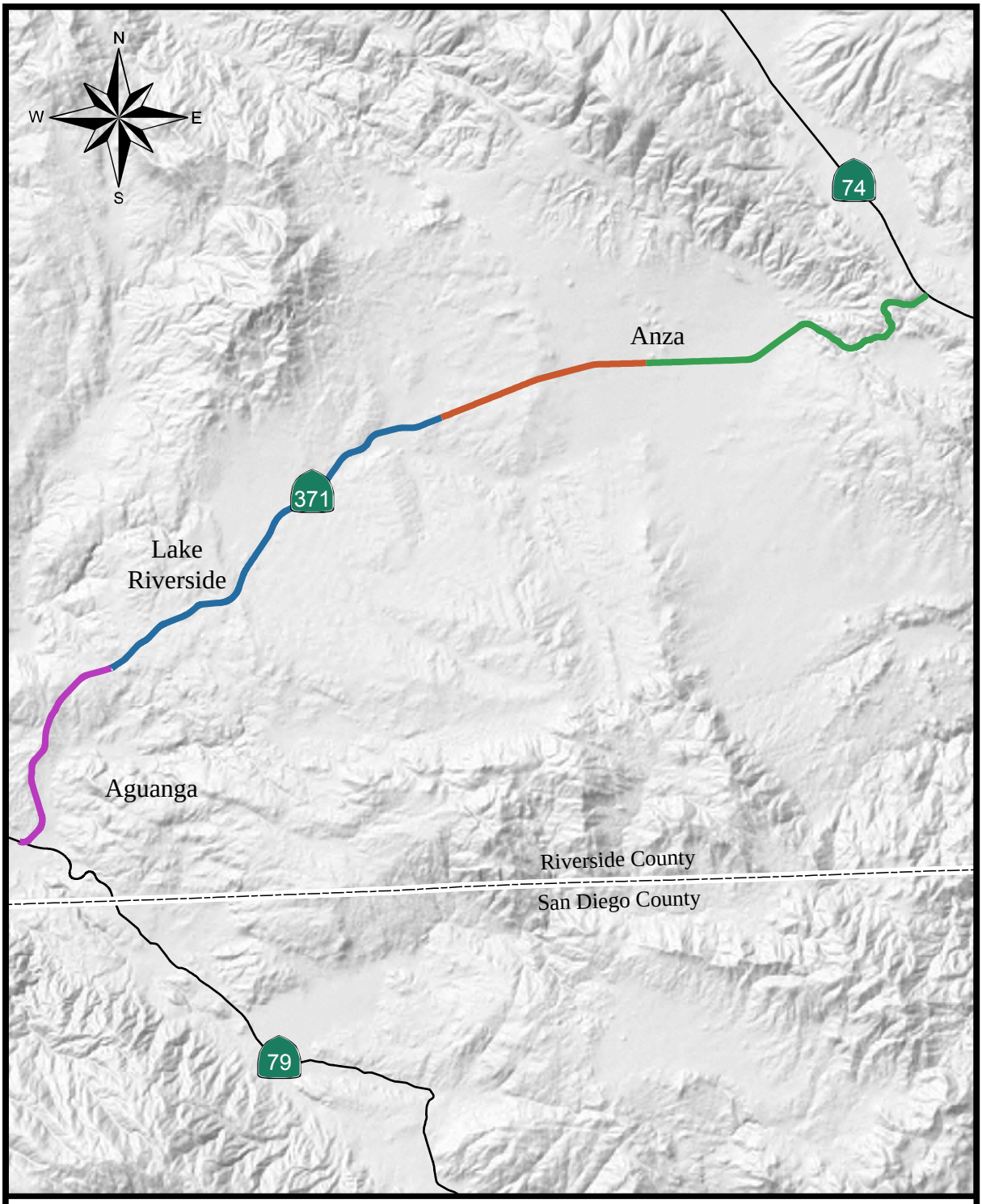

STATE ROUTE 371 SEGMENT MAP

Segment	Description
1.	SR-79 to Wilson Valley Road
2.	Wilson Valley Road to Cary Road
3.	Cary Rd to Contreras Road
4.	Contreras Road to SR-74

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SR-371: Segment 1

Segment Limits: SR-79 to Wilson Valley Road
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: 56.4-60.2
Length: 3.8 miles
Gradeline: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
12,100	65%	1,100 (9.1%)	50 (4.8%)	2 MF		2 MF		2 MFE	2 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.50	D	0.50	D	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-371: Segment 2

Segment Limits: Wilson Valley Road to Cary Road
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: 60.2-67.7
Length: 7.5 miles
Gradeline: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		Minimum Requirement	Concept
11,600	65%	1,140 (9.8%)	50 (4.8%)	V/C	LOS	V/C	LOS	Alternatives	2 MF
				0.42	D	0.42	D	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-371: Segment 3

Segment Limits: Cary Road to Contreras Road
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: 67.7-71.3
Length: 3.6 miles
Gradeline: Mountainous

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
10,500	65%	1,020 (9.7%)	50 (4.8%)	2 MF		2 MF		2 MFE	2 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.38	D	0.38	D	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

SR-371: Segment 4

Segment Limits: Contreras Road to SR-74
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: Riverside
Post Miles: 71.3-77.2
Length: 5.9 miles
Gradeline: Mountainous

Concept 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
8,600	62%	900 (10.5%)	50 (5%)	2 MF		2 MF		2 MFE	2 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.36	D	0.36	D	2 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No projects are planned for this segment through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No projects are planned for this segment through 2035				
Strategic Plan Projects (Unconstrained)				
No projects are planned for this segment through 2035				

UNITED STATES HIGHWAY 395 CONCEPT

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ROUTE DESCRIPTION

United States Highway 395 (US-395) is a major north-south highway in the western United States. The route begins in California in San Bernardino County at its junction with Interstate 15 (I-15) in Hesperia and ends at the United States/Canada Border in the state of Washington. Within California, the route traverses portions of San Bernardino, Kern, Inyo, Mono, Sierra, Lassen, and Modoc Counties for a total length of 560 miles. The District 8 portion of US-395 is located within San Bernardino County and is generally a two-lane conventional highway with a total route length of 68.5 miles. The route begins at I-15 in the City of Hesperia and ends at the Kern County Line near the community of Johannesburg.

For the purposes of this study, US-395 is divided into 6 segments. Segments 1 through 4 serve intra- and inter-regional traffic traversing the Hesperia-Adelanto-Victorville Urbanized Area including commuters and goods movement. Recreational travelers traverse theses segments for destinations in the Eastern Sierra Nevada Mountains. The rural Segment 5 serves mostly goods movement via State Route 58 and recreational travelers. Segment 6 serves largely recreational travelers.

UNITED STATES HIGHWAY 395			
Segment	**County**	**Post Miles**	**Description**
1	SBd	R4.0-6.8	I-15 to California Aqueduct
2	SBd	6.8-13.6	California Aqueduct to Holly Road
3	SBd	13.6-15.7	Holly Road to Air Expressway
4	SBd	15.7-21.1	Air Expressway to Desert Flower Road
5	SBd	21.1-46.0	Desert Flower Road to SR-58
6	SBd	46.0-73.5	SR-58 to Kern/San Bernardino County Line

The following table compares the number of mainline lanes recommended in the SCAG RTP with those needed in order to maintain Level of Service “D” through 2035. The last column indicates the difference between the two concepts.

Segment	Planned SCAG RTP Facility	LOS D Concept Facility	Additional Lanes Needed
1	4 MF	6 MF	2 MF
2	6 MF	6 MF	-
3	4 MF	4 MF	-
4	4 MF	4 MF	-
5	2 MF	4 MF	2 MF
6	2 MF	4 MF	2 MF

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U.S. HIGHWAY 395 SEGMENT MAP

Segment	Description
1.	I-15 to California Aqueduct
2.	California Aqueduct to Holly Rd.
3.	Holly Rd. to Air Expwy.
4.	Air Expwy. to Desert Flower Rd.
5.	Desert Flower Rd to SR-58
6.	SR-58 to Kern/San Bernardino County Line

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US-395: Segment 1

Segment Limits: I-15 to California Aqueduct
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urban/Rural

County: San Bernardino
Post Miles: R4.0-6.8
Length: 2.8 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		4 MF		6 MFE	
57,200	59%	4,860 (8.5%)	410 (8.5%)	V/C	LOS	V/C	LOS	Alternatives	6 MF
				1.96	F	0.88	E	6 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No Projects Are Planned For This Segment Through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	R4.0-19.3	Victorville, Adelanto	Caltrans	Widen to 4 lanes
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

US-395: Segment 2

Segment Limits: California Aqueduct to Holly Road
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Urban/Rural

County: San Bernardino
Post Miles: 6.8-13.6
Length: 6.8 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
62,200	56%	5,040 (8.1%)	290 (5.7%)	2 MF		6 MF		6 MFE	6 MF
				V/C	LOS	V/C	LOS	Alternatives	
				1.90	F	0.55	C	6 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No Projects Are Planned For This Segment Through 2015				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	R4.0-19.3	Victorville, Adelanto	Caltrans	Widen to 4 lanes
SBd	6.8-13.6	Adelanto, Victorville	Victorville	Widen to 6 lanes
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

US-395: Segment 3

Segment Limits: Holly Road to Air Expressway
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 13.6-15.7
Length: 2.1 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
51,900	56%	3,940 (7.6%)	220 (5.5%)	2 MF		4 MF		4 MFE	4 MF
				V/C	LOS	V/C	LOS	Alternatives	
				1.53	F	0.67	D	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No Projects Are Planned For This Segment Through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	R4.0-19.3	Victorville, Adelanto	Caltrans	Widen to 4 lanes
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

US-395: Segment 4

Segment Limits: Air Expressway to Desert Flower Road
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 15.7-21.1
Length: 5.4 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
								Minimum Requirement	Concept
28,000	62%	2,520 (9.0%)	150 (5.9%)	2 MF		4 MF		4 MFE	4 MF
				V/C	LOS	V/C	LOS	Alternatives	
				1.09	F	0.48	C	4MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No Projects Are Planned For This Segment Through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	R4.0-19.3	Victorville, Adelanto	Caltrans	Widen to 4 lanes
SBd	19.3-21.1	Victorville, Adelanto	Adelanto Sphere	Widen to 4 lanes
SBd	20.1-33.0	Adelanto	Caltrans	Add passing lanes
Strategic Plan Projects (Unconstrained)				
No Projects Are Planned For This Segment Through 2035				

US-395: Segment 5

Segment Limits: Desert Flower Road to SR-58
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 21.1-46.0
Length: 24.9 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D Minimum Requirement	LOS D Concept
21,000	65%	1,720 (8.2%)	110 (6.2%)	2 MF		2 MF		4 MFE	4 MF
				V/C	LOS	V/C	LOS	Alternatives	
				0.78	E	0.78	E	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No Projects Are Planned For This Segment Through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
SBd	20.1-33.0	Adelanto	Caltrans	Add passing lanes
Strategic Plan Projects (Unconstrained)				
SBd	21.1-48.5	Kramer Junction, San Bernardino Co.	N/A	Widen to 6 lanes

US-395: Segment 6

Segment Limits: SR-58 to Kern/SBd Co. Line
Functional Classification: Conventional Highway
Rural/Urban/Urbanized: Rural

County: San Bernardino
Post Miles: 46.0-73.5
Length: 27.5 miles
Grade Line: Rolling

Concept - 2035 Facility

ADT	Dir. Split	Peak Hour	Truck Peak Hour	No-Build		Planned SCAG RTP		LOS D	
				2 MF		2 MF		Minimum Requirement	Concept
21,100	66%	2,240 (10.6%)	110 (4.7%)	V/C	LOS	V/C	LOS	Alternatives	4 MF
				1.03	F	1.03	F	4 MF	

Major Planned/Programmed Projects within the Segment

County	Post Miles	Location	Lead Agency	Project
2008 Regional Transportation Improvement Program (RTIP) Projects				
No Projects Are Planned For This Segment Through 2014				
2008 Financially Constrained Regional Transportation Plan (RTP) Projects				
No Projects Are Planned For This Segment Through 2035				
Strategic Plan Projects (Unconstrained)				
SBd	21.1-48.5	Kramer Junction, San Bernardino Co.	N/A	Widen to 6 lanes

Next Steps

The District 8 System Management Plan (DSMP) identifies current and future State Highway capacity deficiencies within the Counties of Riverside and San Bernardino not remedied through the financially constrained 2008 RTP. The vision in the DSMP is intended to be the basis for innovation and preparation of new projects and programs to more effectively meet future travel demand.

The next step towards developing specific projects and programs for the DSMP vision is the development of the District 8 Transportation System Development Plan (TSDP). The TSDP will include a listing of candidate improvements by modal category with consideration of current right-of-way constraints and cost estimates enabling the Department to prioritize projects and develop funding strategies.

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APPENDICES

Appendix A: Governor's Strategic Growth Plan
Appendix B: Director Policies and Directives
Appendix C: Caltrans Strategic Plan 2007-2012
Appendix D: Caltrans Interregional Transportation Strategic Plan
Appendix E: Transportation Management Systems Project List
Appendix F: Ramp Metering Development Plan

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APPENDIX A: Governor's Strategic Plan

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California Strategic Growth Plan

STRATEGIC GROWTH PLAN

JANUARY 2008

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The California Strategic Growth Plan

In January 2006, the Governor and Legislative leaders launched the most ambitious rebuilding of California's infrastructure in half a century. The Strategic Growth Plan (SGP) was designed to restore and expand our highways, roads and transit systems, as well as our schools, courthouses, ports, levees and water supply systems. By investing and leveraging billions of dollars in the state's infrastructure over the next 20 years, California can maintain vibrant economic growth, improve the environment and ensure a high quality of life for generations to come. In November 2006, the voters approved the first installment of that 20-year vision to rebuild California. In 2007, the Legislature authorized $7.7 billion in lease-revenue bond authority for the California Department of Corrections to address prisons and jail overcrowding, and to improve the delivery of mental, dental and medical services within the correctional system.

Much progress will be made with these initial measures. Work on dozens of critical levee improvements is already underway, thousands of new and renovated classrooms are being built throughout the state, and transportation construction projects to reduce traffic and facilitate goods movement are underway around the state. Funding for affordable and transit-oriented housing will expand opportunities for home ownership, and our state's universities and colleges are expanding to meet the continued growth in enrollment.

However, critical gaps still remain in California's infrastructure. Additional investments over the next ten years in the state's infrastructure are still needed if California is to maintain and improve its highly valued quality of life and continue its economic growth. For many programs, partnerships with the private sector should be leveraged to lower costs to taxpayers, speed delivery of projects and improve service to citizens. Additionally, state agencies should coordinate program planning and sustainability efforts where feasible to speed delivery and promote environmentally sustainable infrastructure investment. To address these critical gaps, the Administration proposes the following:

- The creation of a Strategic Growth Council to coordinate the activities of state agencies to promote sustainability and to coordinate the investment of funds in state-owned and state-funded infrastructure so that those investments can have years of lasting benefits.

- Legislation to fully enable performance-based infrastructure (PBI), where government and private companies work together in delivering infrastructure services to lower costs and improve services. The legislation would also establish "*PBI California*", a center of excellence to help determine which projects can benefit from PBI, represent the state in negotiations with PBI participants, ensure transparency for taxpayers and monitor performance.

- Legislation to place a bond measure before the voters to expand the state's water supply and management systems, build new conveyance facilities and restore the Sacramento-San Joaquin Delta to protect California's major source of drinking water, meet the growing needs of cities and counties, and manage the effects of climate change on California's hydrology and water delivery systems for decades.

- Legislation to place a bond measure before the voters to continue building classrooms in the state's K-12 school system beyond the three years of financing provided by the current bonds. These funds will allow California to prepare for enrollment growth, reduce overcrowding, and repair dilapidated classrooms in compliance with the settlement agreement in Williams v. State of California.

- Legislation to place a bond measure before the voters to continue improving and expanding the state's higher education systems beyond the two years of financing provided by the current bonds. These funds will allow California to maintain their world-renowned research capabilities and prepare for future enrollment growth. The Administration proposes to provide an additional $50 million per year above the compact level for facilities at University of California and California State University.

- Legislation to modify the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, scheduled for the November 2008 ballot, to ensure that appropriate co-financing is available to begin building the project once the bond measure is approved by voters.

- Legislation to place a bond measure before the voters to expand and repair the infrastructure for California's court system to address critical caseload increases and reduce delays in criminal and civil proceedings.

As reflected in Figure 1, $48.1 billion of new general obligation bonds and $2.3 billion of additional lease-revenue bonds are proposed to fully fund California's infrastructure needs through 2016 for a total investment of nearly $239 billion. As shown in Figure 2, the SGP proposes that the new general obligation bonds be placed on the ballot in the 2008 and 2010 general elections and that all bonds be issued and spent over the next ten years in a manner that maintains a prudent debt ratio.

Figure 1
STRATEGIC GROWTH PLAN
2006-2016
(Dollars in Billions)[1]

Program	Proposed New Bonds		Other Funding Sources		
	General Obligation	Lease [2] Revenue	Existing [3]	New [4]	Total
Flood Control/ Water Supply	11.9		$14.2	$26.6	$52.7
Education-K-12	11.6		17.5[5]		29.1
Education-Higher Ed	12.3		10.2		22.5
Transportation			85.7	15.0	100.7
High Speed Rail	10.0				10.0
Judicial	2.0		0.9	2.0	4.9
Other Natural Resources			3.0		3.0
Housing			2.9		2.9
Public Safety			7.7	0.3	8.0
Other Public Service Infrastructure	0.3	2.3	2.2		4.8
Totals	**$48.1**	**$2.3**	**$144.3**	**$43.9**	**$238.6**

[1] See Appendix A for the details of the fund sources.
[2] Lease revenue bonds are supported by rental payments that result from leasing the financed asset.
[3] Existing Funding Sources column includes already authorized bonds, special funds, General Fund and estimated federal and local matching dollars from existing shared funding programs.
[4] New Fund Sources includes estimated additional funding from public-private partnerships and new state-local shared programs.
[5] In addition, K-12 will provide $5 billion in local match over multiple years beyond the SGP period for the Charter School Facilities and Career Technical Education Facilities programs, as authorized in statute.

Figure 2
STRATEGIC GROWTH PLAN
2006-2016
ELECTION YEAR PROPOSALS
GENERAL OBLIGATION BONDS
(Dollars in Billions)

Program	2008	2010	2012	2014	Totals
Water	$11.9				$11.9
Education-K-12	6.4	5.2			11.6
Education-Higher Ed	7.7	4.6			12.3
High Speed Rail	10.0				10.0
Judiciary	2.0				2.0
Other Public Service Infrastructure	0.3				0.3
Total	**$38.3**	**$9.8**	**$0.0**	**$0.0**	**$48.1**

Strategic Growth Coordination and Sustainability

It is increasingly apparent that many of the statewide challenges— from greenhouse gas reduction to affordable housing to congestion relief to flood protection— include a strong land use and resource planning component as part of the solution. In addition, the majority of bond funds recently approved by the people of California have either a direct or indirect relation to land use and resource planning through infrastructure development. The current challenge facing state agencies involved in resource management or infrastructure development is to meet the above goals and achieve the high level of accountability that the public expects, whether they are distributing bond resources or just carrying out routine statutory functions.

There is growing awareness among state agencies and departments that meeting the goals of the Strategic Growth Plan requires collaboration and coordination; the challenges are too great and the solutions are too multi-dimensional to address without a coordinated effort. The state has little direct say in land use planning, since it is a local government activity, but by coordinating infrastructure bond expenditures, grant monies, and state planning and development activities, state agencies can reduce costs to taxpayers, and provide leadership and guidance so that those investments of funds provide benefits that will last decades.

Creation of the Strategic Growth Council (Council) is proposed to coordinate the activities of state agencies to promote environmental sustainability, economic prosperity, and quality of life for all residents of California.

Strategic Growth Council

- The Director of the Office of Planning and Research
- The Secretary of Resources
- The Secretary of Environmental Protection
- The Secretary of Business, Transportation and Housing
- The Secretary of Food and Agriculture

The Director of the Office of Planning and Research (OPR) would be the chair of the Council. The Council would perform the following tasks:

- Coordinate the activities of state agencies to best improve air and water quality, improve natural resource protection, increase the availability of affordable housing, improve transportation, meet the goals of reducing greenhouse emissions as required by AB 32, and encourage sustainable land use.
- Recommend policies to the state agencies and the Legislature that will encourage the planning and implementation of sustainable communities consistent with the intent of Proposition 84. With legislative approval, manage and award grants and loans of funds provided in Proposition 84 to support the planning and implementation of sustainable communities.
- Collect, manage and provide data and information to local governments that will assist local governments in planning and implementation of sustainable communities.

With approval from the Legislature, the grant and loan programs developed by the Council would be funded from the $90 million designated for sustainable planning and the balance of approximately $70 million designated for urban greening projects, as defined within Proposition 84. These programs may include but are not limited to the following types:

- Grants and loans for preparing, adopting and implementing Regional Blueprint Plans and programs that integrate transportation, land use, housing and natural resource protection. This program would authorize the Council to award grants and loans to council of governments, countywide authorities and metropolitan planning organizations, and local governments to support the preparation, adoption and implementation of regional blueprint planning programs. Priority would be given to applicants that were not previously eligible to compete for regional blueprint funding.
- Grants and loans for the development of resource management plans, habitat conservation plans, climate action plans and other local or regional plans that promote natural resource protection, greenhouse gas reduction and sustainable community development consistent with the purpose and intent of Proposition 84.
- Grants and loans for preparing, adopting and implementing General Plans. Preparation and adoption of General Plans may include comprehensive updates amendment or adoption of individual elements of the General Plan. Implementation of General Plans may include adoption of specific plans, community plans, zoning ordinances and other plans, ordinances or policies that are consistent with the intent of Proposition 84. Preparation, adoption and implementation of General Plans may also include activities necessary to make a local general plan consistent with an adopted Regional Blueprint Plan or Program.
- Grants and loans for the development of urban greening projects that reduce energy consumption, conserve water, improve air and water quality and provide other community benefits, including urban forestry projects. This program would offer assistance to cities, counties and nonprofit organizations for projects that decrease air and water pollution, reduce natural resource and energy use, or improve adaptability to climate change.

The Council would have authority to establish minimum eligibility and application and evaluation criteria on which to base its award decisions for the grants and loans programs. The Council would also have the authority to give "additional consideration" to applicants for the variety of programs that the Council may develop. For example the Council may give "additional considerations" to applicants who agree to prepare and adopt a General Plan that is consistent with a Regional Blueprint Plan. When establishing minimum requirements, eligibility and evaluation criteria, as well as the "additional considerations," the Council would rely on the statutory language of Proposition 84 which requires the bond funds be used for specified purposes.

The Council would be authorized to request a council of government or a metropolitan planning organization to review and endorse applications for financial assistance by cities and counties on the basis of their adherence to a Regional Blueprint Plan or similar regional planning document. The Council would also be authorized to reach out to stakeholder groups and the public in establishing the grant and loan programs, and may hold public meetings if necessary to gain information and feedback. Grant and loan program information, as well as general Council activities, would be made available to the public electronically on the Internet.

Providing Performance Based Infrastructure (PBI)

To enhance service for citizens and lower costs for taxpayers, a number of federal, provincial, state and municipal governments around the world are increasingly partnering with the private sector to improve the delivery, operation and maintenance of public infrastructure projects. These partnerships lower costs for taxpayers and improve service to citizens by combining (i) the advantages of the private sector (e.g., dynamism, access to finance, knowledge of technologies, management efficiency, and entrepreneurial spirit), (ii) the benefits of competition and (iii) the social responsibility, environmental awareness, local knowledge, transparency, safety and job generation concerns of the public sector.

Referred to variously as public-private partnerships (P3), private finance initiative (PFI), alternative finance and procurement (AFP) or performance-based infrastructure (PBI), these arrangements must not be confused with privatization. Privatization means transferring a public service or facility to the private sector, whereas PBI-type arrangements constitute a way of introducing private management into public service.

Over the last decade nations such as the United Kingdom (UK), France, Australia, Ireland, Japan, the Netherlands, Canada and more have aggressively utilized these types of partnerships for hundreds of billions of dollars of infrastructure.

Examples of Performance Based Infrastructure Projects

- Over the last five years, British Columbia, Canada, with a population less than one-eighth the size of California's, has employed PBI-type methods for the procurement of nearly $5 billion in infrastructure financing -- equivalent on a population basis to more than $40 billion in California -- with roughly 64 percent of that financing privately supplied, for projects ranging from mass transit to roads, wastewater treatment facilities, hospitals and more. In addition to improving service for citizens, British Columbia believes it has on average saved 6.5 percent on the cost of providing that infrastructure.
- The UK has employed PBI-type arrangements for more than 350 schools, hospitals and transportation systems and more than 100 government office buildings, waste treatment facilities, prisons, museums, courts and public recreation projects.
- In France, recent contracts include three high speed rail lines, four prisons, an inland waterway and waste water treatment plants.
- Australian states have provided citizens with schools, prisons, courthouses, convention centers, freeways, freight and commuter rail, power stations, hospitals and health campuses, and Australia's national government is now exploring the use of PBI-type arrangements in the national freight and transportation networks and energy and water sectors.
- Ireland has used PBI-type arrangements for more than 100 wastewater projects, the Netherlands has employed the method for social housing and urban regeneration and Japan has 20 PBI-type projects in the pipeline.
- Since 2005, Ontario, Canada has employed a PBI-type arrangement for the procurement of 47 major infrastructure projects, including courthouses, youth centers, hospitals and cancer treatment centers. Ontario believes it is saving between 8 percent and 16 percent on each such project, not including the benefits of early delivery.

PBI-type arrangements are newer to the United States. Some recent examples include: the federal government obtaining more than $25 billion of private financing in connection with a PBI arrangement to provide military housing at Camp Pendleton and other bases, leading to higher tenant satisfaction; the City of Miami recently approving a new $1 billion tunnel to speed goods movement, reduce congestion and improve the environment at a cost that is 40 percent less than if the government did everything itself; and the State of Missouri seeking PBI bids for the widespread rehabilitation and replacement of 802 bridges.

PBI-type arrangements can provide excellent value. For example, an academic analysis in Australia found that PBI-type arrangements "provide superior performance in both the cost and time dimensions . . . and [are] far more transparent than traditional projects . . ." Another study found that infrastructure projects in Canada and the UK provided through PBI-type arrangements were more often on budget and on time than those provided by traditional methods.

PBI is not mandatory. It is simply an optional alternative for governments to employ if and when doing so provides value when compared to traditional infrastructure provision. That value can take many forms, including lower initial or lifecycle costs, faster delivery, supplemental capital, better customer service or lower risk. When additional value from using PBI cannot be obtained, it is not used.

Where PBI-type arrangements are widely enabled and available, such as in Europe, Australia and Canada, they account for approximately 15-20 percent of new infrastructure. Applied to California's $500 billion of needs, that would indicate that PBI has the potential to provide approximately $75 billion to $100 billion of new infrastructure in California.

Given the well-established success of PBI-type arrangements around the world and California's infrastructure needs, all legitimate means of project delivery, including PBI-type arrangements, should be made available to our state and to local governments in order to maximize public benefit and service.

Accordingly, broad authorization is proposed for state and local governments in California to enter into these partnerships for the planning, design, development, finance, construction, reconstruction, rehabilitation, improvement, financing, operation or maintenance of their infrastructure needs.

PBI California

To ensure California governments enter into PBI arrangements only on the most favorable terms, the Administration is proposing that California establish a "center of excellence," modeled on similar centers of excellence in the UK ("Partnerships UK"), Ontario ("Infrastructure Ontario") and British Columbia ("Partnerships BC"). These centers help ensure that governments arrange only the best financing, procurement, risk allocation, delivery, operation, maintenance and other contractual provisions.

PBI California will be such a center for excellence. It will help determine which projects can benefit from PBI, provide expertise in negotiations with PBI participants, ensure transparency and monitor performance. *PBI California* will manage and implement contractual arrangements and also will assemble statewide demand to enhance negotiating leverage and improve terms and conditions for taxpayers and citizens. *PBI California* will contract with governmental entities (local and state) and act as a repository of knowledge, understanding, expertise and practical experience in connection with PBI-related transactions.

Flood Control and Water Supply

As a result of the Governor's emergency declaration for California's levee system in February 2006 and funding provided by the Legislature in the 2006-07 Budget, key repairs to 33 critical erosion sites protecting Central Valley communities were completed in record time. The state is now advancing funds and working with the federal government to repair 71 additional levee erosion sites damaged in the floods of 2006. An unprecedented effort to evaluate 350 miles of urban levees and 1,250 miles of non-urban levees for hidden defects has begun, and the state is leading a coordinated effort involving federal and local agencies to avoid a major flood disaster in California.

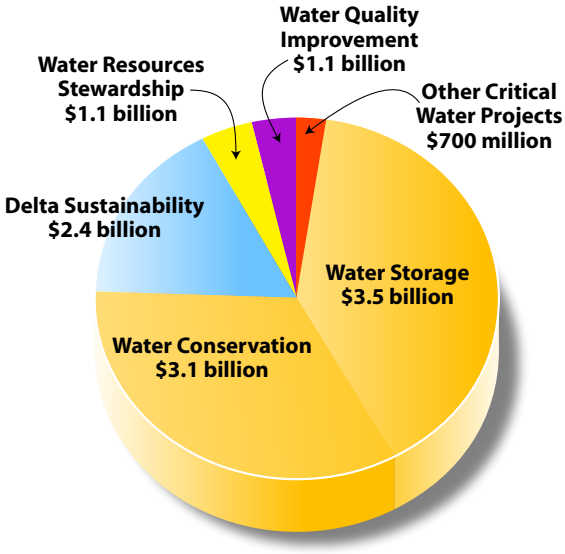
In 2005, the Administration published the California Water Plan Update, which called for implementation of two initiatives to ensure reliable water supplies: integrated regional water management and improved statewide water management systems. In January 2005, eight months before Hurricane Katrina flooded New Orleans, the Governor issued *Flood Warnings: Responding to California's Flood Crisis*, calling for a variety of flood management improvements and reforms to reduce the potential for such disasters in California. In 2006, the Administration published *Progress on Incorporating Climate Change Into Management of California's Water Resources*, the first detailed analysis of the effects that climate change is expected to have on water and flood management in the state.

The infrastructure package approved by the voters in November 2006 includes $4.59 billion for levee repair and flood management (Proposition 1E) and approximately $1.5 billion for integrated regional water management, including wastewater recycling, groundwater storage, conservation, and other water management actions (Proposition 84). Together, these investments provide substantial funding to address California's flood and water management challenges. Two critical areas remain unaddressed that are vital to ensuring California has reliable water supplies to cope with the effects that climate change will have on water supply and flood protection: storage and conveyance.

SGP Proposes 2008 Bond Measure of $11.9 Billion

California must expand its water management and delivery system, including surface storage, groundwater storage and conveyance facilities. In this phase of the Strategic Growth Plan, the Administration proposes a total of $11.9 billion general obligation bonds through 2016. The proposal consists of the following parts:

- Water Storage-$3.5 billion. This funding will be dedicated to the development of additional storage, which, when combined with the Regional Water Management investments of Proposition 84 and the flood system improvements of Proposition 1E, will help to offset the climate change impacts of reduced snow pack and higher flood flows. Eligible projects for this funding include the surface storage projects identified in the CalFed Bay-Delta Program Record of Decision (excluding the expansion of Shasta Reservoir); groundwater storage projects and groundwater contamination prevention or remediation projects that provide water storage benefits; conjunctive use and reservoir reoperation projects; and regional and local surface storage projects that improve the operation of water systems in the state and provide public benefits.



  In addition to this increased water supply, the projects will provide other benefits, such as enhanced flood management capability, improved Delta water quality and improved wildlife habitat. The costs of new water storage would be shared between state taxpayers and non-state water suppliers. The state would provide up to 50 percent of total costs, funded with general obligation bonds. The state's share reflects the statewide benefits of flood control, ecosystem restoration and water quality improvement. The non-state portion would be funded by the water suppliers who would benefit from the new storage.

- Delta Sustainability-$2.4 billion. Leveraging anticipated federal and local funding sources, this funding will be dedicated to implementing a sustainable resource management plan for the Delta consistent with the Bay Delta Conservation Plan currently in development and the findings of the Delta Blue Ribbon Task Force. To assure the reliability of the state's major water supply systems, investments will be made in improving water conveyance, water quality, the Delta ecosystem and Delta levees. These investments will reduce the seismic risk to water supplies derived from the Delta, protect drinking water quality and reduce conflict between water management and environmental protection.

- Water Resources Stewardship-$1.1 billion. This funding will support implementation of Klamath River issues, provide for elements of Salton Sea restoration identified in the Salton Sea Restoration Act and related legislation enacted in 2003, contribute to restoration actions on the San Joaquin River, and supplement successful restoration projects on the Sacramento River and its tributaries, as well as in the Delta.

- Water Conservation-$3.1 billion. This funding will augment $1 billion in funding provided by Proposition 84 and support the Integrated Regional Water Management (IRWM) program. IRWM is designed to encourage integrated regional strategies for management of water resources that will protect communities from drought, protect and improve water quality and improve local water security by reducing dependence on imported water. The proposed funding will provide targeted water conservation grants to local communities that coordinate the planning of their shared water resources. These investments in water conservation will increase water use efficiency and protect water quality, and will reduce energy use, urban and agricultural runoff, and urban effluent.
- Water Quality Improvement-$1.1 billion. This funding will support efforts to reduce the contamination of groundwater used for drinking water supplies, assist local community wastewater treatment projects, provide grants for storm water management projects, and help the Ocean Protection Council protect and improve water quality in areas of special biological significance.
- Other Critical Water Projects-$700 million. This funding will provide $250 million for grants and loans for water recycling projects to enhance regional water self-sufficiency. In addition, this funding will provide $150 million to restore hillsides and other areas devastated by fire and to prevent future watershed damage from wildfires. Lastly, the funding will provide $300 million to remove fish barriers on key rivers and streams, including removal of obsolete dams.

Accomplishments to Date

- The Department of Water Resources (DWR) has completed repairs at 102 critical levee sites identified under the Governor's 2006 emergency declaration, with eight additional critical sites targeted for completion by summer 2008.
- Critical repairs have also been completed on locally owned and maintained levees in Santa Barbara, Yolo and Glenn counties through grants awarded under the emergency declaration.
- DWR is currently evaluating approximately 350 miles of urban project levees and in spring 2008 will begin evaluating approximately 1,250 miles of non-urban project levees in the Central Valley.
- Delta emergency response preparations, a $12 million investment, are underway to stockpile flood-fight materials in key Delta locations and to improve Delta emergency response plans.
- Ongoing local improvements to state-federal project levees in Natomas, Wheatland, Sutter County and Plumas Lake near Marysville are expected to be funded in early 2008 through bond funds awarded for Early Implementation Projects. A second cycle of Early Implementation Program funding is targeted for this spring.
- The state, in cooperation with federal and local partners, will initiate a study of Central Valley flood protection, a unique effort that includes study areas that do not have state/federal project levees.
- Other studies are underway in Lathrop/Stockton, Sacramento, West Sacramento and Sutter County to evaluate current and potential flood projects. In addition, the state is moving forward with the United States Bureau of Reclamation (USBR) and the U.S. Army Corps of Engineers to construct the Folsom Dam Joint Federal Project. USBR initiated excavation of the new spillway in November 2007.

K-12 Education

While some schools are experiencing declining enrollments, many other high-growth areas lack the schools necessary to accommodate increased enrollment. Some large declining enrollment districts have very overcrowded sites requiring new construction to adequately house students. Most notably, in order to meet the requirements of the Williams settlement, the Los Angeles Unified School District, along with any other remaining school districts, must relieve the most critically overcrowded schools (also know as "Concept 6" schools) by 2012. Thus, the need for new schools will continue to exceed net student growth projected during this period. As our system of approximately 9,600 school sites will continue to age, the need for modernization assistance to keep classrooms modern will continue during this period. Finally, because our primary and secondary school system helps develop tomorrow's workforce, it is important to both ensure there are facilities for both charter schools and Career Technical Education (CTE). This will stimulate educational innovation and ensure all students have the opportunity to participate in the high skill technical jobs that will fuel the economy of the future. Because CTE has languished in the public school system for many years and the demand for charter schools is growing, the SGP continues the emphasis on assisting schools in meeting these special facility needs.

SGP Proposed Total K-12 Program of $11.6 Billion through 2013

The SGP proposes $11.6 billion of additional general obligation bonds to provide state bond funding for schools into 2012-13. The $11.6 billion is proposed to be split between the 2008 and 2010 elections. This total amount of funding, when combined with the $7.3 billion contained in Proposition 1D, approved by the voters in November of 2006, is estimated to provide for approximately 39,000 new classrooms to house approximately 1 million students and almost 60,000 renovated classrooms providing state-of-the-art facilities for over 1.5 million students.

2006 Bond Provided $7.3 Billion

Proposition 1D, designed to meet modernization needs through 2010-11 and other school facility program needs through 2008-09, will provide approximately 10,300 new classrooms housing almost 260,000 students and approximately 46,700 renovated classrooms to serve 1.2 million students through the following components:

- New Construction - $1.9 billion
- Modernization - $3.3 billion
- Charter Schools - $500 million
- Career Technical Education - $500 million
- Overcrowding relief in certain districts - $1 billion
- Incentives to meet high performance school design standards - $100 million
- Joint-use facilities - $29 million

Of the amounts for new construction and modernization above, up to $200 million is available for the Small High School Program and up to $200 million is available for seismic safety projects. However, there has been minimal participation in the Small High School Program, with only one application approved for this program to date. Therefore, the Administration will explore options to address the impediments for district participation in this program.

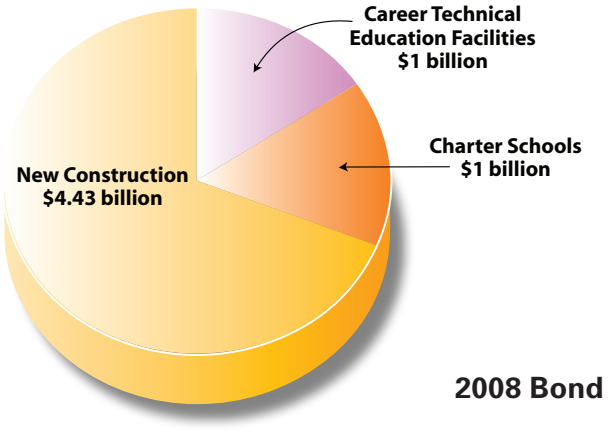
Charter School Facility Program Changes

Although charter schools have been provided access to almost $900 million in bond funds beginning with Proposition 47 in 2002, and continuing through Proposition 55 and Proposition 1D, there are significant barriers in the existing Charter School Facility Program that have prevented charters from being able to use these bond funds to construct new facilities or renovate existing buildings to serve charter school facilities needs. The Administration will work to remove these barriers and provide a climate for innovation to accommodate the needs of charter schools.

SGP Proposes 2008 Education Bond Measure of $6.43 Billion

The next bond measure, proposed for the 2008 election cycle, is estimated to fund construction through 2010-11 and provide approximately 18,300 new classrooms housing approximately 472,000 students and more than 400 renovated classrooms providing state-of-the-art capacity for approximately 10,700 students. The bonds are proposed to be allocated as follows:

- New Construction - $4.43 billion to assist high-growth school districts that are projected to have increases in enrollment through 2010-11. This amount is predicated on grant reductions calculated to revise the traditional 50 percent state / 50 percent local cost-sharing ratio to 40 percent state / 60 percent local. This amount assumes the state's assistance for acquisition of sites will be restricted to a participation level assuming 150 percent of current site density planning standards.



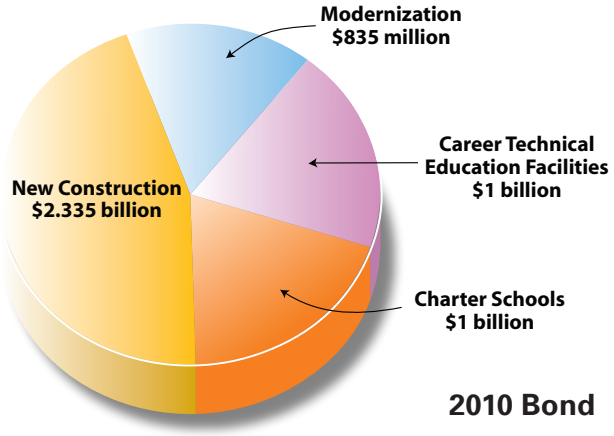
2008 Bond

  - o Chapter 691, Statutes of 2007 (AB 1014) alters the calculation methodology for determining school district eligibility for new construction funding by allowing districts to submit 10 year enrollment projections and utilize modified weighting mechanisms, birth rates and residency data. The fiscal effect this bill may have on new construction eligibility is unclear due to uncertainty as to how many districts will utilize the new methods. However, the changes authorized by this bill could result in hundreds of millions of dollars in additional new construction eligibility, which will create pressure on current and future bond funds beyond the $11.6 billion proposed in the SGP.

- Modernization - Last year, a total of $1.539 billion to address rehabilitation needs was proposed in the SGP for buildings that are more than 20 to 25 years old, in recognition that teaching techniques, building codes and technology have changed over time. However, due to less-than-anticipated modernization apportionments over the past year and changes in projected funding allocations, we are not proposing any additional modernization funds until the 2010 bond measure.
- Charter Schools - $1 billion to provide dedicated funding for charter schools as a part of addressing the educational needs of K-12 students and housing enrollment growth. Charter schools provide an added dimension to parental choices in ensuring an appropriate environment for their child's education. These funds are predicated on a 50 percent state / 50 percent local sharing ratio because charter schools do not have the ability to levy local bonds. Instead, state bond funds are used to advance the local share and are paid back with operating or other revenue over time.
- Career Technical Education Facilities - $1 billion to provide a dedicated fund source for matching grants to provide state-of-the-art technical education facilities to ensure our comprehensive high schools can provide the cutting-edge skills essential to the high-wage technical sectors of our state economy. These funds are predicated on a 50-percent state / 50-percent local sharing ratio to provide added incentive to build these high-cost classrooms.

SGP Proposes 2010 Bond Measure of $5.17 Billion

The revised plan proposes a subsequent bond measure for K-12 schools in 2010 to address needs extending into 2012-13. This increment will provide for the same purposes as the 2008 bond and is predicated on continuation of the cost containment measures described previously. This level of funding is estimated to provide almost 10,400 new classrooms serving 268,000 students and almost 12,700 renovated classrooms serving about 328,000 students.



2010 Bond

- New Construction - $2.335 billion
- Modernization - $835 million
- Charter Schools - $1 billion
- Career Technical Education Facilities - $1 billion

Needs Beyond 2012-13

Competing statewide infrastructure needs have made current funding policies for K-12 school construction unsustainable within a prudent debt-service ratio. While the proposed SGP provides state general obligation bond assistance for funding the needs into 2012-13, assuming specified state cost containment measures, it will be necessary for schools to plan for additional bond measures and alternative financing strategies for financially troubled districts to ensure every student is housed in an appropriate classroom. Finally, the Administration proposes to review the overall financing structure for schools, including consideration of public-private partnerships, to ensure sustainable long-term funding of school facilities.

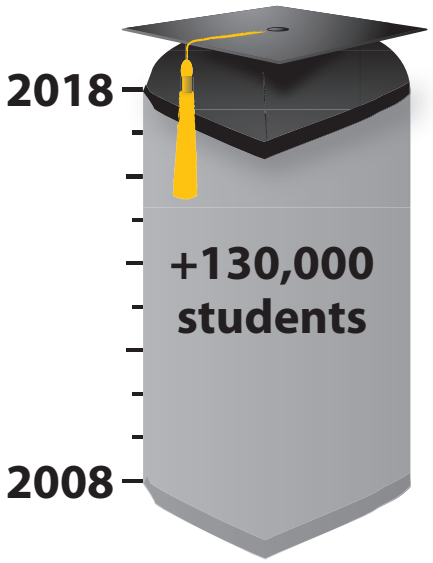
Accomplishments to Date

- The State Allocation Board (SAB) has authorized funding for about 330 modernization projects totaling approximately $550 million. Of the authorized projects, five are complete. In addition, the SAB has authorized funding for 54 joint-use projects totaling over $45 million, which will allow school districts and their joint-use partners to build libraries, gymnasiums and multipurpose rooms, child care facilities, and teacher education facilities.

Higher Education

The Higher Education Compact calls for state funding of $345 million per year, per segment, for the University of California (UC) and the California State University (CSU). The voters approved this level of infrastructure funding for the UC and the CSU through 2007-08 by approving Proposition 1D. Proposition 1D also provided $750 million per year for the California Community Colleges (CCC), which resulted in a total of $3.1 billion for all of the higher education segments for a two-year period.

Proposition 1D included $200 million for UC's Telemedicine program. The UC has committed approximately $160 million for Telemedicine projects. This will be used to implement a system wide program for improving health care delivery to underserved populations and regions by providing diagnostic and health care advice via videoconferencing, in conjunction with an expansion of medical student enrollment through the Programs in Medical Education (PRIME) program.



The new funding will provide for construction of new facilities at five UC medical schools and affiliated clinics located regionally and throughout the state. New facilities would be constructed and fully equipped to provide the University's health care professionals with videoconferencing capability and instruction and research space to accommodate expanded medical student enrollment in the PRIME program. The balance of funding ($40 million) will be used in future years to expand Telemedicine capabilities in community hospitals or clinics and to improve community health services in selected areas such as UCLA/Charles Drew University of Medicine and Science and UCLA/UC Riverside medical education programs.

In the 10 years from 2008 until 2018, combined UC and CSU enrollment is expected to increase by 130,000 students.

Proposition 1D is in the second year of funding and nearing exhaustion. Consequently, the SGP proposes funding beyond the two years of financing provided by the current bonds. The SGP includes an additional $50 million per year for UC and CSU, on top of the compact funding of $345 million per year to continue state support for the UC, CSU and CCC beyond 2008-09 through additional bond measures on the 2008 and 2010 ballots, totaling $12.3 billion. These funds will be used to meet an increased student enrollment of approximately 130,000 at the UC and CSU campuses and to continue the current level of CCC support.

SGP Proposes 2008 and 2010 Bond Measures of $12.3 Billion

Proposed new general obligation funding for higher education includes:

- University of California - $3.2 billion. This funding will help the UC system accommodate an increased enrollment of approximately 50,000 students over the 10-year vision of the SGP. Facilities must be built or renovated to meet this high level of demand.

- California State University - $3.2 billion. This funding will help the system accommodate an increased enrollment of approximately 80,000 students over the 10 years.

- California Community Colleges - $6 billion. This funding will help the 72 districts who provide services at 110 colleges and 65 off-campus centers provide services to their approximately 2.5 million students.

While this funding will be allocated over the next couple of years, it will take many years to construct and complete all projects.

Accomplishments to Date

- More than 170 projects totaling approximately $1.635 billion have been funded at the various higher education campuses.

- The 2008-09 Governor's Budget proposes $639.6 million for the continuation of 30 projects.

Transportation

Boosted by voter approval of Propositions 1A and 1B in 2006, investment in long-overdue transportation improvements will help overcome decades of chronic underinvestment in one of the state's most important economic assets.

The inadequacies of California's current funding methods have contributed to the underinvestment in the state's transportation network. Per-gallon taxes on gasoline and diesel fuel and truck weight fees are the dominant sources of funding for transportation system maintenance and expansion. While increasing vehicle efficiency over the years provides valuable energy and environmental benefits, declining revenues per vehicle mile traveled, coupled with inflation and skyrocketing construction costs, have caused revenue sources to fall short of the state's transportation system's needs. Consequently, chronic underinvestment has increased congestion and has resulted in California having some of the most distressed highway and road conditions in the United States.

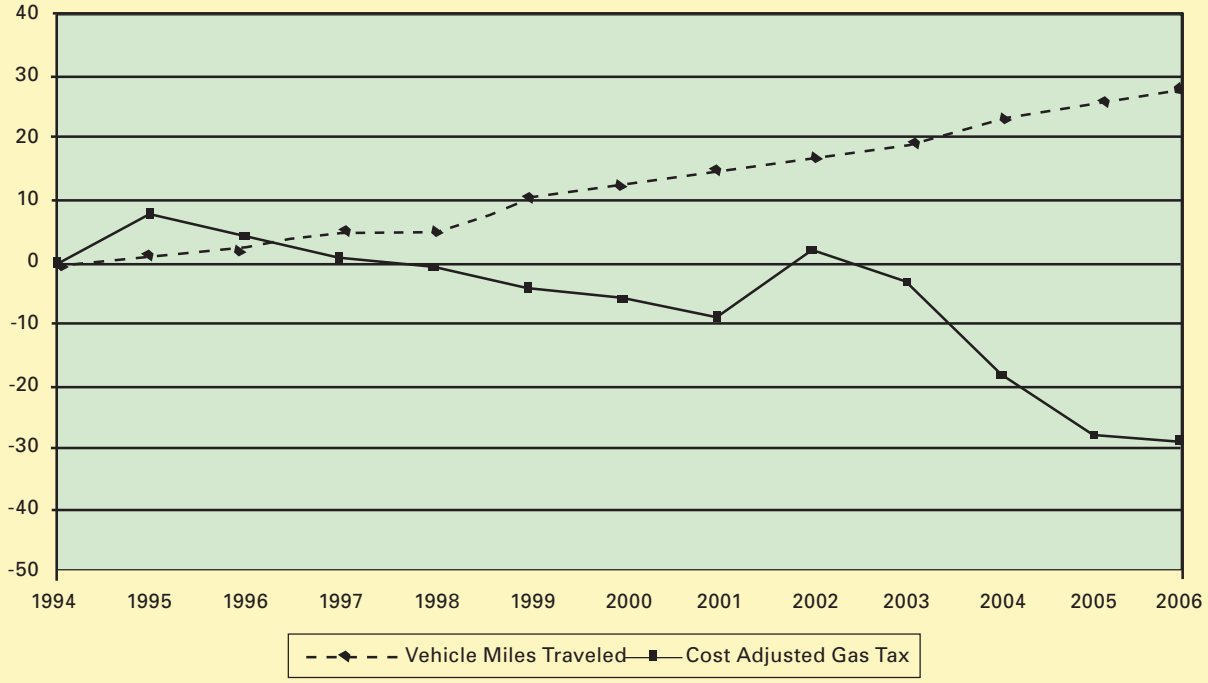
Part of the gap has been filled with voter-approved local-option sales taxes and the Proposition 42 sales tax on gasoline. In addition, passage of Proposition 1A by California voters in November 2006 ensures that Proposition 42 revenues will be directed solely for transportation purposes. However, these sources are far from sufficient. Between 1994, when gas tax rates were last adjusted, and 2005-06, travel on the State Highway System increased by 27 percent, from 144.2 billion to 183.4 billion vehicle miles traveled. Similarly, vehicle miles traveled on local streets and roads increased 12 percent over the same period from 127.6 billion to 143 billion. Collectively, state highways and local streets and roads support nearly 20 percent more traffic today than just 12 years ago.

Over the same time frame, while state gas tax revenues have increased about 21 percent, transportation system construction costs have far exceeded inflation. The California Highway Construction Cost Index compiled by Caltrans shows that actual construction costs have increased by 200 percent in the same period. As shown in Figure 3, the ongoing revenue shortfall for both new construction and maintenance at the state and local levels has caused the state's transportation system to fall further and further behind each year relative to needed improvements.

Figure 3

PERCENT CHANGE IN TRAVEL AND TRANSPORTATION REVENUES

Adjusted for Construction Costs



The approval by voters of Proposition 1A and the $19.9 billion transportation bond measure of Proposition 1B in November 2006 provides a substantial down payment on meeting California's long-term transportation needs over the next 10 years.

Proposition 1B authorizes the following programs:

- Congestion relief (corridor mobility) - $4.5 billion to expand capacity and improve travel times in high-congestion travel corridors.
- Local transit and intercity rail - $4.0 billion for public transit, intercity and commuter rail, and waterborne transit operations.
- Goods movement - $3.1 billion to relieve traffic congestion along major trade corridors, improve freight rail facilities, and enhance the movement of goods from port to marketplace. This includes $1 billion for air quality improvements that will reduce emissions and greenhouse gases from activities related to port operations and freight movement. $100 million is for port security improvements. The SGP proposes that these goods movement funds be used to attract at least $10 billion of private investment and other funding.
- State Transportation Improvement Program - $2 billion to augment funds for this existing program that provides capital funding allocated on a formula basis to every region of the state.
- State Route 99 - $1 billion for improvements to this 400-mile highway through the heart of the Central Valley.
- Local streets and roads - $2 billion for improvements to local transportation facilities to construct, repair and rehabilitate streets and roads.
- Transit safety, security, and disaster response - $1 billion to improve protection against security and safety threats and to increase the capacity of transit operations to move people, goods, emergency personnel and equipment during and after a disaster.
- State-Local Partnership - $1 billion to match local agencies that raise new funds for transportation projects.

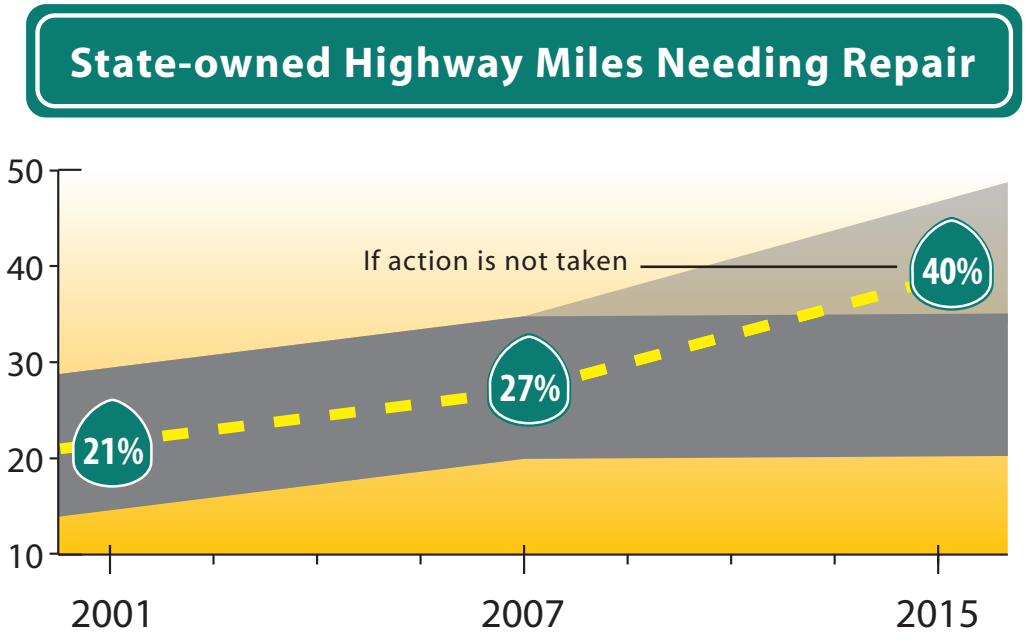
- Highway rehabilitation and operational improvements - $750 million for highway safety, rehabilitation and pavement preservation projects. This amount includes $250 million for traffic light synchronization projects and other technology-based improvements to enhance safety operations and the capacity of local streets and roads.
- School bus retrofit and replacement - $200 million to reduce air pollution and minimize children's exposure to diesel exhaust.
- Local bridge seismic projects - $125 million to complete seismic retrofits or replacements of local bridges, ramps and overpasses.
- Railroad grade crossings - $250 million for improvements to railroad crossings and the construction of bridges over rail lines.

Chapters 181, 313, and 314, Statutes of 2007 (SB 88, AB 193, and AB 196), 2007 Budget Act trailer bills, provided the statutory framework for most of these Proposition 1B bond programs. The 2007 Budget Act and related trailer bills appropriated a total of $4.2 billion in Proposition 1B funding, and the 2008-09 Governor's Budget proposes a total of $4.7 billion in appropriations. The California Transportation Commission has already scheduled resources for projects under four of the major bond programs, and has adopted guidelines that will enable projects to be scheduled in the near future for two others.

These new resources will be used in conjunction with existing transportation revenues from state and federal gas taxes, weight fees, tribal gaming funds and Proposition 42 funds totaling $9.96 billion in capital spending in 2008-09. In the next ten years, the transportation component of the SGP is projected to result in 550 new High Occupancy Vehicle lanes, 750 new highway lane-miles, 9,000 miles of rehabilitated lanes, 600 miles of new commuter lines, 310,000 more transit riders and a 150 percent increase in intercity rail riders.

Maintaining what we build

While the bonds and the funds they can leverage will provide substantial congestion relief, state and local needs for maintenance, rehabilitation and operation cannot be adequately funded with currently available resources. State-owned highway miles needing repair have increased from roughly 21 percent of the total system in 2001 to 27 percent in 2007, and could increase to 40 percent by 2015-16 unless planned efforts to focus existing resources on pavement rehabilitation are undertaken. Even when these planned actions are implemented, however, about a third of the State Highway System will remain in distress unless additional resources are identified.



Local street and road maintenance backlogs totaling billions of dollars reportedly exist and this problem is growing. The Caltrans State Highway Operations and Protection Program (SHOPP) does not have sufficient resources to adequately and effectively operate and preserve the State Highway System. Most of the funds made available under Proposition 1B and Proposition 42 cannot be used for these purposes. Fuel tax revenues, which are the primary source of funding for these purposes, are likely to increase slowly or actually decline with the growing use of alternative fuels and increasing fuel efficiency in new vehicles. As the SGP is implemented, the Administration will work with interested parties and the Legislature to develop more information about the scope of the problem and long-term solutions.

High Speed Rail

The High-Speed Rail Authority is charged with planning the development and implementation of an intercity high-speed rail service. In 2002, the Legislature agreed to place on the ballot, a general obligation bond measure providing nearly $10 billion to design and construct California's system.

High speed rail in California can ultimately provide a network of ultra-fast rail lines that is a viable and important transportation alternative to address the transportation concerns of California in the next 20 to 30 years. California has been working on high-speed rail for more than 10 years now, and to date California taxpayers have borne 100 percent of the project costs, even though their ultimate participation should not exceed 33 percent of the total project cost. In fact, California taxpayers have already spent more than $40 million on planning, consultants and other costs. The Administration is proposing to modify the $10 billion general obligation bond measure, The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. The proposal will ensure that the plan, when approved by the voters will demonstrate the financial feasibility of the project and the commitment of federal, state, local and private participants.

Accomplishments to Date

- The California Transportation Commission (CTC) has allocated more than $627 million and 19 projects are currently in construction.
- Regions are currently nominating projects for the Trade Corridor Improvement Fund program, and projects will be selected in April 2008.
- Transit operators and regions are submitting projects for programming with transit bond funds.
- The Corridor Mobility program has more than $1.5 billion of construction allocations scheduled for 2008-09.
- The 2008-09 Governor's Budget proposes to appropriate $4.7 billion from Proposition 1B for various transportation projects. Based on implementing legislation, the CTC has adopted guidelines for five programs and the Department of Transportation has adopted guidelines for the transit and intercity rail programs.
- The CTC selected 54 projects to be funded from the Corridor Mobility Improvement Account, 13 projects for the State Route 99 program, 15 projects for the State Highway Operations and Protection Program augmentation and 479 projects for the local bridge seismic program. The CTC is scheduled to adopt the remaining program guidelines in early 2008.

Judicial

The Trial Court Facilities Act of 2002 provided for the transfer of local court facilities to the state to ensure consistency in the provision of justice and to ensure that facilities are managed in a way that provides safe and secure courts. Since that time, the Judicial Branch has worked to complete the transfers and to create an organization that will be responsible for the design, construction and operation of a unified statewide court system. As of July 2007, the Judicial Council had completed 120 court facility transfers from 31 counties. The Administrative Office of the Courts (AOC) is working with the Legislature to extend the deadline to transfer court facilities to the state through December 2009. This would enable the AOC to work with the counties to transfer approximately 180 additional court facilities over the next year, with the remaining facilities estimated to transfer to the state by December 2009.

The state's court system is supported by a substantial infrastructure inventory, including 451 trial court facilities, 11 appellate court facilities and three Supreme Court facilities. A significant number of these facilities do not meet current guidelines for efficient and safe court environments and, overall, the facilities are overcrowded with no capacity to handle growth in judicial workload. The AOC estimates that $9.9 billion is needed to bring all the courts up to secure and safe standards and accommodate growth.

It is proposed that $2 billion of new general obligation bonds be provided to address these infrastructure issues. While this amount will not fund all facility needs identified by the AOC, it will provide immediate funding to handle the most critical infrastructure issues over the next 10 years. In addition, this funding will enable the courts to leverage private funding through public-private partnerships. These partnerships might include (but not be limited to) arrangements such as:

- Exchanging outdated and inefficient court facilities located on valuable urban property for new court facilities on less prominently-located property.
- Co-locating revenue-generating commercial space (e.g., law offices) in newly constructed court buildings.
- As demonstrated in Canada, the UK and elsewhere, there are design-build-operate contracts in which the private sector constructs and operates a court building in exchange for lease payments.

With an asset inventory as large as the court system's, there are very likely many opportunities for successful partnerships that would increase the resources available to the court system for its facility needs. Because of the formative nature of the court system's public-private partnership efforts, it is difficult to estimate the amount of resources that will be leveraged.

In addition, the court system receives about $125 million per year from certain fine and fee revenues that are dedicated to addressing facility needs. The ongoing nature of this revenue stream will continue to be an important part of the court system's multiple funding approach to addressing its infrastructure needs.

Accomplishments to Date

The Judicial Branch continues to transfer local court facilities to the state to ensure consistency in the provision of justice and to ensure that facilities will be managed in a way that provides safe and secure courts. The 2007 Budget Act appropriated $35.9 million dollars for the renovation, acquisition and design of 12 trial court facilities. The 2008-09 Governor's Budget proposes a total of approximately $174.9 million dollars for ongoing phases of court facilities projects, as well as the acquisition and site selection of four new trial court facilities.

Other Natural Resources

In recent years, California voters have approved a series of bonds to preserve and enhance the state's natural resources. Propositions 12, 13, 40 and 50 have made available a total of $10.1 billion dollars that have been used by local governments and state agencies for a wide variety of activities such as water conservation, acquisition of land to protect wildlife habitats and restoration of damaged ecosystems.

In November 2006, Proposition 84 was approved by the voters authorizing an additional $5.4 billion in general obligation bonds for natural resources purposes. These new bond funds will enable the state to continue investing in important projects targeted to improve the state's water quality and drinking water availability, flood protection, state and local parks, coastal and ocean protection, and habitat conservation.

To continue the implementation of Proposition 84, the 2008-09 Governor's Budget proposes the appropriation of more than $1 billion in additional bond resources for activities in 18 state departments, boards and conservancies. Highlights of the proposed funding include:

- $350 million and 9.5 positions for DWR for regional projects that increase water supplies, encourage water conservation, improve water quality and reduce dependence on exported water.
- $89.1 million for the State Coastal Conservancy to restore coastal wetlands and watersheds and promote public access to the coast.
- $26.4 million for the Ocean Protection Council to develop marine protected areas and enhance habitat for marine species.
- $33.3 million for the California Conservation Corps and local conservation corps for public safety and watershed restoration projects, as well as grants to local corps for acquisition and development facilities to support local corps programs.

- $16.7 million for Department of Parks and Recreation (DPR) for deferred maintenance, interpretive exhibits and cultural and natural stewardship projects at state parks.
- $15.8 million and 10.5 positions for DWR to complete feasibility studies for surface water storage projects, evaluate climate change impacts on the state's water supply and flood control systems, and develop a strategic plan for the sustainable management of the Sacramento-San Joaquin Delta's water supplies and ecosystem.
- $10.8 million and 2.8 positions for Department of Fish and Game for environmental and ecosystem restoration activities at the Salton Sea.

Accomplishments to Date

- DPR acquired a 76-acre easement to preserve and protect the state's capital investment in Colonel Allensworth State Park. By ensuring that the immediate surroundings were not converted to a use that was incompatible with park operations, DPR was able to protect the state's cultural jewel: a farming community established in 1908 that was founded, financed and governed by African Americans.
- $50 million in Proposition 84 State Revolving Fund loans have been authorized by the State Water Resources Control Board (Water Board) for disbursement for local waste water treatment projects.
- The Water Board is currently developing guidelines for agricultural water quality grants, stormwater grants, clean beach grants and areas of special biological significance grants. These guidelines will be adopted in the coming months, with grant solicitations for Proposition 84 funds to follow thereafter.
- The Santa Monica Bay Restoration Commission's Proposition 84 plan is scheduled for adoption by the Water Board in January 2008, with project selection to follow.
- The Coachella Valley Mountains Conservancy has used Proposition 84 grants to acquire a total of 608 acres in and around the Coachella Mountains to preserve land and protect natural habitat.
- Several other departments and conservancies that have received Proposition 84 funding in 2007-08 have begun to develop selection criteria for projects, and anticipate completion of program guidelines by the end of the fiscal year.

Housing

California has had high housing prices for many years and lags the nation in affordability. Restrictions on land available for development and additional costs imposed by government are the primary reasons for these high prices. This has led to a chronic undersupply of housing affordable to most Californians. State bond funding, tax credits and redevelopment funds are used to help create additional housing, primarily for low-income Californians.

Proposition 1C provides $771 million in bond allocations by Housing and Community Development (HCD) for:

- Affordable homeownership – $188 million
- Multifamily rental housing – $194 million
- Joe Serna Jr. Farmworker Housing – $40 million
- Emergency Housing Assistance – $24 million
- Infill Incentives Grant program – $200 million
- Transit-Oriented Development – $95 million
- Housing Urban-Suburban-and-Rural Parks – $30 million

$60 million in bond allocations by the California Housing Finance Agency for:

- Downpayment Assistance – $30 million
- Residential Development – $30 million

Proposition 1C provides $2.85 billion for housing-related programs.

- Affordable housing loans and grants - $1.4 billion. This funding will provide for multifamily housing ($345 million), homeless youth housing ($50 million), emergency housing ($50 million), supportive housing ($195 million), farm worker housing ($135 million), CalHome ($300 million), down payment assistance ($200 million), and the Building Equity and Growth in Neighborhoods (BEGIN) program ($125 million). These existing programs and funding started being allocated from many of them in 2006-07. Over their life these programs are projected to assist in the creation of more than 31,000 new housing units and 2,350 shelter spaces.

- New Housing Incentive Programs - $1.45 billion. This funding will support new programs to provide incentives to permit housing development and to stimulate innovation in housing creation. These programs will require further legislative and administrative program development. The Administration is proposing that these funds be granted on a competitive basis, with priority given to localities that increase housing production over recent trends, produce more affordable housing, and do so with less negative impacts by siting housing near transit and within existing urbanized areas. Several of these programs provide funding for parks and other community infrastructure needed for new housing. These programs will incentivize construction of housing, expected to result in 87,000 additional housing units.

Proposition 46

The Budget includes the remaining $36 million of Proposition 46 funding. This bond has assisted in the creation or permitting of more than 100,000 housing units.

Accomplishments to Date

- By the end of 2007-08, $975 million of awards are expected to have been made. Most of the Proposition 1C funds were available without the need for further legislative action.

- The Budget includes the remaining $36 million of Proposition 46 funding. This bond has assisted in the creation or permitting of over 100,000 housing units.

Public Safety

The historic passage of AB 900 in 2007 provided the California Department of Corrections and Rehabilitation (CDCR) $7.7 billion to help address California's prison overcrowding crisis. The Legislature approved these funds for the following purposes:

- Expand capacity at existing facilities - $2.7 billion ($1.8 billion in Phase 1 and $600 million in Phase 2, $300 million General Fund). This funding will add up to 16,000 additional prison beds at existing facilities and expand existing power, water and wastewater treatment facilities to handle a larger population.

- Local jail facilities - $1.2 billion ($750 million in Phase 1 and $470 million in Phase 2). This will help local governments expand statewide jail capacity for adult offenders by constructing as many as 13,000 new jail beds.

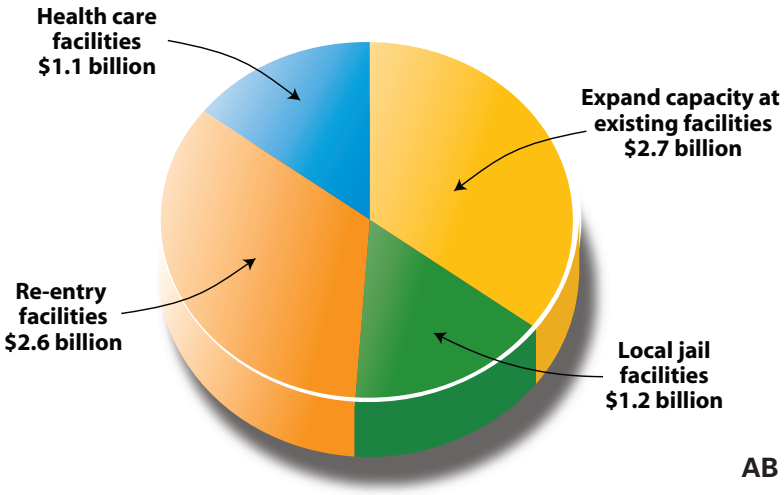
- Re-entry facilities - $2.6 billion ($975 million in Phase 1 and $1.625 billion in Phase 2). In coordination with local governments, re-entry facilities will be constructed to provide about 16,000 new beds to house and program short-term offenders and parole violators.

- Health Care facilities - $1.1 billion ($857 million in Phase 1 and $286 million in Phase 2). This is for the construction of facilities to provide medical services as directed by the court-appointed Receiver in Plata v. Schwarzenegger, and mental health care and dental services.

Given that much of AB 900 funding is tied to performance and construction goals that CDCR will be working to meet over the next several years prior to accessing the second phase of funding, the Budget proposes that $2.5 billion that is currently appropriated for the second phases for infill, re-entry and medical facilities be redirected to provide the federal receiver with funds to construct medical beds.

It is anticipated that this funding will be available to meet the department's needs for mental health care beds as agreed to with the Coleman Court in a manner that will provide efficiencies consistent with the courts' consolidation directions. When the department has met the goals of AB 900 and is ready for additional funding for the second phase, the department will pursue additional funding at that time.

The CDCR is currently working on establishing the scope and cost for several projects to be funded through AB 900 and will present these plans in early 2008. At that time it is anticipated that more detailed cost estimates will be developed to complete the needs of the Coleman bed plan.



AB 900 Allocations

Accomplishments to Date

- CDCR is currently working on establishing scope and cost for several projects related to AB 900 and will present these in early 2008.
- CDCR has begun infrastructure fixes within its institutions, such as installing water conservation devices.

Other Public Service

State government provides many services to California's citizenry. Delivery of these services depends upon a variety of capital facilities such as general office space, forest fire stations, homes for veterans, crime labs, beds for mental health patients, agricultural inspection stations and special schools for the deaf, to name only a few. This broad array of facilities must provide adequate functionality and capacity to enable the delivery of services to the public.

SGP Proposes 2008 Bond Measure of $300 Million

A $300 million general obligation bond is proposed to be placed on the November 2008 ballot so that the seismic renovation of 29 various state facilities can be completed. These facilities were identified as deficient during the surveys that were completed as a result of the last seismic safety bond and still need renovation to be completed.

Details underlying public infrastructure needs for additional state services, such as CALFIRE, Department of Mental Health, and other state agencies, as well as the larger infrastructure components discussed in this chapter will be laid out in the 2008 Five-Year Infrastructure Plan. That plan will be published by March 1, 2008.

Accountability and Affordability

Accountability

To assure that public funds are used as efficiently as possible and in a manner consistent with the stated intent of already authorized and proposed future bond measures, Executive Order S-02-07 was issued. That Executive Order required that prior to any funding being expended from existing or future bonds, the responsible state agencies develop accountability plans that include criteria for awarding, managing, and auditing of programs and projects that would be funded from the bonds. In addition, each program will have regular, independent audits conducted to ensure that funds are being allocated according to those outcome criteria identified in its accountability plan and that the implemented programs and projects did in fact achieve the intended outcomes.

As it is imperative that the public be able to access this information, all departments utilizing these bond funds are participating in a website where the public can review its accountability plan for each program, search for projects throughout the state, and monitor the status of the project. The voters have an absolute right to know how the bonds they authorized are being spent.

Therefore, outcome and performance criteria, as well as audit results, when completed, are readily available to the public on this website that can be accessed via the following link: http://www.bondaccountability.ca.gov/.

Affordability

The single most important indicator of a state's creditworthiness and ability to carry debt is the existence of a balanced budget capable of handling its debt load without the need to cut other existing programs to pay debt service. While the SGP will increase the state's debt load over the next ten years, under this plan state debt service will remain within prudent bounds into the foreseeable future. Figure 4 displays the state's debt payments and debt ratio into the future under the SGP.

Figure 4

Strategic Growth Plan
Debt Affordability

(Dollars in Millions)

		BASE		STRATEGIC GROWTH PLAN	
Year	Revenue	Debt Service	Debt Service Ratio	Debt Service	Debt Service Ratio
2007 - 08	101,230.0	4,435.9	4.38%	4,435.9	4.38%
2008 - 09	102,904.0	5,200.3	5.05%	5,202.1	5.06%
2009 - 10	105,008.0	6,097.2	5.81%	6,144.8	5.85%
2010 - 11	114,771.0	7,063.1	6.15%	7,268.2	6.33%
2011 - 12	119,765.0	7,570.9	6.32%	8,099.9	6.76%
2012 - 13	129,273.0	7,770.2	6.01%	8,783.8	6.79%
2013 - 14	138,074.0	8,031.1	5.82%	9,598.6	6.95%
2014 - 15	146,159.0	8,160.8	5.58%	10,215.7	6.99%
2015 - 16	153,467.0	8,141.7	5.31%	10,481.9	6.83%
2016 - 17	161,140.3	8,443.8	5.24%	10,953.1	6.80%
2017 - 18	169,197.3	8,491.2	5.02%	11,124.3	6.57%
2018 - 19	177,657.2	8,205.5	4.62%	10,949.8	6.16%
2019 - 20	186,540.0	8,218.7	4.41%	11,047.0	5.92%
2020 - 21	195,867.0	7,976.0	4.07%	10,883.6	5.56%
2021 - 22	205,660.4	7,978.1	3.88%	10,960.6	5.33%
2022 - 23	215,943.4	7,934.6	3.67%	10,987.4	5.09%
2023 - 24	226,740.6	7,878.6	3.47%	10,988.7	4.85%
2024 - 25	238,077.6	7,866.4	3.30%	10,998.4	4.62%
2025 - 26	249,981.5	7,873.5	3.15%	11,026.1	4.41%

Assumptions:

Sales are based on the estimated needs or evenly spread if no needs data was available.
Assumes an interest rate of 5.75%.
Maturity life of a General Obligation Bond is 30 years.
Maturity life of a Lease Revenue Bond is 25 years.

APPENDIX A

Strategic Growth Plan 2006-2016

FLOOD CONTROL/WATER SUPPLY

(dollars in billions)

	Amount	TOTAL
Proposed New Bonds		**$11.9**
• *General Obligation Bonds*—to improve regional water supply reliability and to support interregional water management.	3.1	
• *General Obligation Bonds*—to provide for Delta sustainability.	2.4	
• *General Obligation Bonds*—to provide for statewide water system operational improvements.	3.5	
• *General Obligation Bonds*—to promote conservation and watershed stewardship	1.1	
• *General Obligation Bonds*—to improve groundwater protection and water quality.	1.1	
• *General Obligation Bonds*—to support other critical projects.	0.7	
Existing Funding Sources:		**$14.2**
• *General Obligation Bonds*—Propositions 1E and 84.	6.4	
• *Federal Funds*—federal share of the cost of projects.	2.4	
• *Local match*—local share of the cost of projects.	5.4	
New Funding Sources:		**$26.6**
• *Federal Funds*—federal share of the cost of projects.	5.3	
• *Local match*—local share of the cost of projects.	21.3	
Total all funding sources		**$52.7**

EDUCATION — K-12

(dollars in billions)

	Amount	TOTAL
Proposed New Bonds		**$11.6**
• *General Obligation Bonds*—to be placed on the 2008 and 2010 election ballots.	11.6	
Existing Funding Sources:		**$17.5**
• *General Obligation Bonds*—Proposition 1D as follows:		
• New Construction	1.9	
• Modernization	3.3	
• Charter Schools	0.5	
• Career Technical Education	0.5	
• Overcrowding relief in certain districts	1.0	
• Incentives to meet high performance school design standards and Joint use facilities	0.1	
• *Local match*—to provide capacity and modernization. The State Allocation Board requires a match to the state bond dollars applied to a project.	10.2	
New Funding Sources:		**$0.0**
• *N/A*		
Total all funding sources		**$29.1**

EDUCATION — HIGHER EDUCATION

(dollars in billions)

	Amount	TOTAL
Proposed New Bonds		**$12.3**
• *General Obligation Bonds*—to provide UC infrastructure funding on the 2008 and 2010 election ballots.	3.2	
• *General Obligation Bonds*—to provide California State University infrastructure funding on the 2008 and 2010 election ballots.	3.2	
• *General Obligation Bonds*—to provide the California Community Colleges infrastructure funding on the 2008 and 2010 election ballots.	6.0	
Existing Funding Sources:		**$10.2**
• *General Obligation Bonds*—Proposition 1D funding.	3.1	
• *Lease Revenue Bonds*—to fund the state portion of the University of California's (UC) alternative energy and fuel research facilities.	0.1	
• *UC and CSU campus funds*—estimated campus funding that will be provided to supplement state funded projects.	7.0	
New Funding Sources:		**$0.0**
• N/A		
Total all funding sources		**$22.5**

TRANSPORTATION

(dollars in billions)

	Amount	TOTAL
Proposed New Bonds		**$0.0**
• *N/A*		
Existing Funding Sources:		**$87.3**
• *General Obligation Bonds*—Proposition 1B.	19.9	
• *Constitutional Revenues*—state and federal fuel excise tax and weight fees.	41.8	
• *Proposition 42*—protection granted by passage of Proposition 1A.	9.7	
• *Federal Funds*—federal earmarks for national trade corridors and other projects of national significance.	5.0	
• Local match—extended and new local transportation sales tax measures.	5.0	
• Trade Corridors Improvement Fund Program match—from Proposition 1B.	2.0	
• GARVEES—used in later part of plan to bond against federal funds.	1.5	
• Special Funds—Tribal Gaming Revenues.	0.7	
New Funding Sources:		**$15.0**
• Performance Based Infrastructure** **Potential funding assuming that PBI is widely enabled and available. (This assumption is based on historical performance in other jurisdictions using PBI.)	$15.0	
Total all funding sources		**$100.7**

HIGH SPEED RAIL

(dollars in billions)

	Amount	TOTAL
Proposed New Bonds		**$10.0**
• *General Obligation Bonds*—to provide an ultra fast rail line to address California's transportation concerns.	10.0	
Existing Funding Sources:	$0.0	
• *N/A*		
New Funding Sources:	$0.0	
• *N/A*		
Total all funding sources		**$10.0**

JUDICIAL

(dollars in billions)

	Amount	TOTAL
Proposed New Bonds		**$2.0**
• *General Obligation Bonds*—courts will use to leverage additional funds through public-private partnerships.	2.0	
Existing Funding Sources:		**$0.9**
• *State Court Facilities Construction Fund*—revenues from certain fines and fees that are dedicated to addressing court facility needs.	0.9	
New Funding Sources:		**$2.0**
• *Public-Private Partnerships*—to aid the facility improvements discussed above. These partnerships might include (but not be limited to) arrangements such as: • Exchanging outdated and inefficient court facilities located on valuable urban property for new court facilities on less prominently located property. • Co-locating revenue-generating commercial space (e.g., law offices) in newly constructed court buildings. • As demonstrated in Canada, the UK and elsewhere, design-build-operate contracts in which the private sector constructs and operates a court building in exchange for lease payments.	2.0	
Total all funding sources		**$4.9**

OTHER NATURAL RESOURCES

(dollars in billions)

	Amount	TOTAL
Proposed New Bonds		**$0.0**
• *N/A*		
Existing Funding Sources:		**$3.0**
• *General Obligation Bonds*—Proposition 84 as follows:		
• Protection of rivers, lakes, and streams	0.9	
• Forest and wildlife conservation	0.5	
• Protection of beaches, bays, and coastal waters	0.5	
• Parks and nature education facilities	0.5	
• Sustainable communities and climate change reduction	0.6	
New Funding Sources:		**$0.0**
• *N/A*		
Total all funding sources		**$3.0**

HOUSING

(dollars in billions)

	Amount	TOTAL
Proposed New Bonds		**$0.0**
• *N/A*		
Existing Funding Sources:		**$2.9**
• General Obligation Bonds—Proposition 1C.	2.9	
New Funding Sources:		**$0.0**
• *N/A*		
Total all funding sources		**$2.9**

PUBLIC SAFETY
(dollars in billions)

	Amount	TOTAL
Proposed New Bonds		**$15.4**
• *Lease Revenue Bonds*—to remove funding provided for infill beds, reentry facilities, and medical/mental health/dental treatment and housing in Phase II of AB 900.	-2.5	
• *Lease Revenue Bonds*—to provide funding to the Receiver for additional medical beds.	2.5	
Existing Funding Sources:		**$7.7**
• *General Fund*—to add capacity.	0.3	
• *Lease Revenue Bonds*—to add capacity.	2.4	
• *Lease Revenue Bonds*—to help local governments expand statewide jail capacity.	1.2	
• *Lease Revenue Bonds*—coordinated funding effort with local governments to construct re-entry facilities.	2.6	
• *Lease Revenue Bonds*—to provide specialized beds and treatment and program space for medical, mental health, and dental services.	1.1	
• *Lease Revenue Bonds*—to help local governments expand statewide juvenile rehabilitation facilities.	0.1	
New Funding Sources:		**$0.3**
• *Local match*—from local governments for match for jail capacity	0.3	
Total all funding sources		**$8.0**

OTHER PUBLIC SERVICE INFRASTRUCTURE

(dollars in billions)

	Amount	TOTAL
Proposed New Bonds		**$2.6**
• *Lease Revenue Bonds*—to address critical state infrastructure needs, such as:	2.3	
• Department of Forestry and Fire Protection-$600 million to replace or renovate 75 emergency response facilities, including fire stations, air attack bases, and conservation camps.		
• Department of Mental Health-$500 million for additional capacity to meet the requirements of Jessica's law.		
• Department of Justice-$400 million for a new DNA laboratory.		
• State Special Schools-$100 million to replace or renovate classrooms and dormitories at the School for the Blind and School for the Deaf.		
• *General Obligation Bonds*—Seismic Retrofit of Existing State Buildings-$300 million to complete the renovation of 29 facilities	0.3	
Existing Funding Sources:		**$2.2**
• *Special Funds*—to address critical state infrastructure needs.	2.2	
New Funding Sources:		**$0.0**
• *N/A*		
Total all funding sources		**$4.8**

APPENDIX B: Director Policies and Directives

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Director's Policies

Environmental Policy *(DP-04)*

Protect and enhance the environment and quality of life in accordance with the environmental, economic and social goals of California. Evaluate the environmental benefits and consequences of its activities and implements practices that minimize environmental impacts.

Integrate environmental considerations into all Departmental decisions and activities for which it is held responsible and accountable. Examine ways to ensure timely coordination and review of transportation projects so as to not adversely impact project delivery. Ensure timely coordination and review of programs and projects and resolves environmental issues during the planning stages with all Federal and State and regional agencies, other public agencies, public interest groups and the private sector. Coordinate, cooperate and develop partnerships with these interest groups to develop innovative and effective mitigation strategies and techniques.

Multimodal Alternatives Analysis *(DP-05)*

Promote long-range transportation plans, corridor studies and project studies based on early and objective multimodal alternatives analysis. Produce, in partnership with others, intermodal transportation services which balance mobility, cost, equity and environmental concerns. These transportation services may be developed and implemented by Caltrans alone or with other appropriate jurisdictions.

Freeway System Management *(DP-08)*

Manage the freeway system to maximize the public's return on investment in California's transportation infrastructure while at the same time minimizing the system's impacts on the environment. Employ with the Department's partners management strategies that maximize the capacity to move people, goods and information through the freeway system by the most safe and efficient methods.

Working with Native American Communities *(DP-19)*

Act consistently, respectfully and sensitively when working on issues affecting Native American communities. Seek to resolve such impediments when there are regulatory, statutory and/or procedural impediments limiting the Department's ability to work effectively and consistently with Native American communities.

Establishes and adheres to government-to-government relationships when interacting with federally recognized California Native American Tribes (Tribal Governments) by:

- Acknowledging these tribes as unique and separate governments within the United States.

- Ensuring that its programs and activities avoid or minimize adverse impacts to cultural and other resources.
- Recognizing and respecting important California Native American rights, sites, traditions and practices.
- Consulting with Tribal Governments prior to making decisions, taking actions or implementing programs that may impact their communities.

Environmental Justice *(DP-21)*

Incorporates Environmental Justice into its programs, policies, and activities to ensure there are no disproportionate adverse impacts, particularly on minority and low-income populations. Emphasize the fair treatment and meaningful involvement of people of all races, cultures, and income levels, including minority and low-income populations, from the early stages of transportation planning and investment decision-making through construction, operations, and maintenance.

Context Sensitive Solutions *(DP-22)*

Use "Context Sensitive Solutions" as an approach to plan, design, construct, maintain, and operate its transportation system. These solutions use innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals. Context sensitive solutions are reached through a collaborative, interdisciplinary approach involving all stakeholders. When considering the context, issues such as funding feasibility, maintenance feasibility, traffic demand, impact on alternate routes, impact on safety, and relevant laws, rules, and regulations must be addressed.

Energy Efficiency, Conservation, and Climate Change *(DP-23-R1)*

Incorporate energy efficiency, conservation, and climate change measures into transportation planning, project development, design, operations, and maintenance of transportation facilities, fleets, buildings, and equipment to minimize use of fuel supplies and energy sources and reduce greenhouse gas (GHG) emissions.

Implement multimodal strategies to reduce congestion and improve performance of transportation systems, operations, and facilities; promotes environmental stewardship; and maintains educational programs on energy efficiency, conservation, and climate change.

Intelligent Transportation Systems *(DP-26)*

Implement advanced technology systems and new processes that combine information, electronic and communications technologies with management strategies to develop Intelligent Transportation Systems (ITS). Employ ITS Architecture and Transportation Management System (TMS) strategies to produce coordinated and integrated service systems that improve security, performance, and cost-effectiveness of transportation services, vehicles, and infrastructure.

Bus Rapid Transit Implementation Support *(DP-27)*

Recognize and support the concept and implementation of Bus Rapid Transit (BRT) as a potentially cost-effective strategy to maximize people throughput (emphasizing the movement of people, not just vehicles), reduce traveler delay, increase capacity, and foster energy savings on the California State Highway System (SHS), as well as on conventional highways. Work closely with local jurisdictions, regional transportation planning agencies, transit operators, and other stakeholders to plan, develop, implement, and advocate for BRT systems.

Title VI of the Civil Rights Act of 1964 and Related Statutes *(DP-28)*

Incorporate as a recipient of federal aid funding, Title VI of the Civil Rights Act of 1964 and related statutes into its programs, policies, activities, and services. This ensures that no person in the State of California is excluded from participation in, nor denied the benefits of the Department's programs, policies, activities, and services on the grounds of race, color, national origin, sex, disability, or age. This policy extends to sub-recipients of the Department's flow-through federal aid funding, such as contractors, grantees, and local agencies.

Deputy Directives

Public/Private Partnerships to Provide Public-Use Infrastructure *(DD-20)*

Related Director's Polices: 06-Caltrans' Partnerships and 12-Optimize Departmental Assets and Resources

Support the development of public/private partnerships to invest private capital in public-use infrastructure as a means of supplementing limited public financial resources, where allowed by statute, to provide a safe, efficient and effective intermodal transportation system and the catalyst for economic mobility.

Real Property Retention Review *(DD-21-R2)*

Related Director's Polices: 16-Program Management

Demonstrate good stewardship of its real estate portfolio by determining which lands and buildings are required to meet transportation-related needs consistent with the Department's System Planning vision and articulated in documents including, but not limited to Regional Transportation Plans, the Transportation System Development Program, a District System Management Plan, Route Transportation Concept Reports or Transportation Corridor Reports, District or Division Twenty-Year Facility Master Plans, local General Plans or current statute and by assessing the development potential of non-conforming, underused or unneeded lands and buildings owned by the Department.

Local Development – Intergovernmental Review (LD-IGR) *(DD-25-R1)*

Related Director's Polices: 06-Caltrans' Partners, 07-Project Delivery, 19-Working with Native American Communities, and 22-Context Sensitive Solutions

Work with local jurisdictions early and throughout their land use planning and decision-making processes consistent with the requirements of the California Environmental Quality Act (CEQA) and state planning law. Seek to reduce vehicle trips associated with proposed new local development and recommend appropriate mitigation measures for dealing with the remaining transportation impacts of such development. Work to ensure that local land use planning and development decisions include the provision of transportation choices, including transit, intercity rail passenger service, and air service, walking, and biking, when appropriate. Advocate community design (e.g., urban infill, mixed use, transit oriented development) that promotes an efficient transportation system and healthy communities.

Protection of Scenic Corridors *(DD-31)*

Related Director's Polices: 04-Environmental Policy

Ensure the protection of scenic corridors, in planning and designing transportation facilities, with consideration for safety, economy, and function, to the maximum extent feasible. Utilize advanced planning strategies and local partnerships to encourage land use decisions that are compatible with scenic corridor protection. In cooperation with affected communities, identifies impacts to scenic corridors as an integral part of its project planning and project development process, taking into account local perspectives, and is sensitive to the obstruction or degradation of any scenic view open to the public.

Adoption and Maintenance of Traversable Highways *(DD-37)*

Related Director's Polices: 08-Freeway System Management

Maintain traversable highways adopted by the California Transportation Commission (CTC) using State highway funds as outlined in the Streets and Highways Code. As outlined in Sections 81, 82, 83, 90, 91, 92 and 2109 of the Streets and Highways Code, when an entire route in the statutory State Highway System has been constructed to adequate standards to serve as a State highway, the CTC must adopt the constructed facility. If a portion of a route has been constructed to adequate standards and connects to an already maintained State highway, the CTC may adopt the constructed facility. In both cases, Caltrans must maintain that facility using State highway funds.

High Occupancy Vehicle (HOV) Systems *(DD-43)*

Related Director's Polices: 08-Freeway System Management

Use High Occupancy Vehicle (HOV) systems as an effective traffic management strategy to promote carpooling and bus patronage, improve reliability of travel time, improve air quality, and maximize the efficiency of the freeway system by increasing its people-carrying capacity while reducing congestion and delay.

The Ten-Year State Highway Operation and Protection Program (SHOPP) Plan *(DD-62)*

Related Director's Polices: 07-Project Delivery and 08-Freeway System Management

The Ten-Year SHOPP Plan identifies projects, statewide, intended to keep the State Highway System (SHS) functioning at an optimal level. The priorities of the Ten-Year SHOPP Plan are safety, mobility and preservation of the SHS. Identified projects are based on cost effective, quantifiable performance goals.

Environmental Justice and Civil Rights in Transportation Decision-Making *(DD-63)*

Related Director's Polices: 21-Environmental Justice

Avoid, minimize, or mitigate any disproportionate adverse impacts of plans and projects on minority and/or low-income populations and provide equitable transportation services to the public, including minority and low-income populations; strive for a balance of transportation investments, economic prosperity, and environmental protection; include the public, including minority and low-income populations, in transportation investment decision-making from the early planning stages through construction, operations and maintenance.

Complete Streets – Integrating the Transportation System *(DD-64-R1)*

Related Director's Polices: 22- Context Sensitive Solutions, 05-Multimodal Alternatives Analysis, 06-Caltrans Partnerships, and 23-Energy Efficiency, Conservation, and Climate Change

Provide for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. Develop integrated multimodal projects in balance with community goals, plans, and values. Address the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding. Bicycle, pedestrian, and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery and maintenance and operations.

Transportation Management System (TMS) *(DD-70)*

Related Director's Polices: 08-Freeway System Management

Coordinate plans and activities in a manner that supports the development of the Department's TMS [system] in order to reduce traveler delay, improve travel reliability, and reduce collisions.

Travel Information *(DD-78)*

Related Director's Polices: 06-Caltrans Partnerships and 08-Freeway System Management

Provide the Department's travel information directly to travelers through commercial/media information service providers and through public/private partnerships. Partnerships are encouraged to improve the efficiency and effectiveness of travel information collection and distribution.

Project Purpose and Need *(DD-83)*

Related Director's Polices: 04-Environmental Policy, 07-Project Delivery, and 16-Program Management

Ensure consistency in project purpose and need from a comprehensive planning process through project construction, at the appropriate level of detail commensurate with the

stage of project development. Develop a concise, well-defined Purpose and Need Statement for its projects through: outreach to customers, coordination with local and regional planning agencies, early formation of multi-functional project development teams, and retention and transmission of relevant supporting data.

20-Year Facility Master Planning *(DD-84)*

Related Director's Polices: 16-Program Management

Demonstrate good stewardship of its real estate portfolio by determining which lands and buildings are required to support transportation-related activities consistent with the Department's system planning documents (Route Concept Reports/Transportation Corridor Reports, Transportation System Development Programs, and District System Management Plans), the Interregional Transportation Strategic Plan, Regional Transportation Plans, local General Plans and current statutes.

Scenic Highway Program *(DD-94)*

Related Director's Polices: 07-Project Delivery

Support and encourage protection of the natural and scenic resources along California's State and county highways. This includes developing a State Highway System that addresses transportation needs, that is an asset to local communities, and compatible with the environment

Integrating Bus Rapid Transit into State Facilities *(DD-98)*

Related Director's Polices: 27-BRT Implementation Support, 26-Intelligent Transportation Systems, 23-Energy Efficiency, Conservation, and Climate Change, 22-Context Sensitive Solutions, and 08-Freeway System Management

Support the integration of Bus Rapid Transit (BRT) projects and operations on the California State Highway System (SHS) where most effective, through partnership with BRT stakeholders. Ensure that relevant procedures, standards, and guidance include direction that addresses BRT during the preliminary planning concept stages, and

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APPENDIX C: Caltrans Strategic Plan 2007-2012

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Caltrans Strategic Plan 2007-2012

Caltrans

December 17, 2007

Caltrans Strategic Plan 2007-2012

Prepared by the Director's Office of Strategic Planning and Performance Measurement

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December 17, 2007

WHERE CAN I FIND IT?

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EXECUTIVE SUMMARY

Executive Summary

INTRODUCTION

This plan is the result of a group effort—22,000 plus strong—of the California Department of Transportation's (Caltrans) employees, as well as external stakeholders.

For the plan to be honest, self-critical, and rich with ideas for realizing the organization's potential, it needed to be driven by those who know Caltrans best. It is thanks to all of those involved from inside and outside the Department that a blueprint for improved organizational success and service has been developed.

Caltrans' Strategic Plan, intentionally, does not address every Caltrans activity, project, program or function; instead, the plan focuses on strategies which are seen as key for organizational process improvement over the next five years. The plan addresses the key external and internal driving forces that are affecting or have the potential to affect Caltrans mandates. This plan is an important part of the budget development process at Caltrans.

DEVELOPING THE STRATEGIC PLAN

The approach taken to develop the Strategic Plan followed a pattern of reaching out to all staff for initial input, feedback, and ideas and then confirming those concepts through a Strategic Planning Work Group. For strategy development, another level of analysis was introduced by establishing Ad Hoc Review Groups. This layered process of review was highly effective in capturing multiple and diverse perspectives, while at the same time, identifying common concepts across and up and down the organization.

THE STRATEGIC PLAN

MISSION AND VISION

What makes Caltrans unique in its role in government? What is its ultimate purpose and function in serving millions of Californians every day? The Mission, Vision, and the very essence of the Department's responsibility is this:

Caltrans Improves Mobility Across California

Through strategic and effective partnerships, Caltrans can improve mobility even in the face of the state's aggressive population growth. Inherent in this effort is the need to sustain a high quality of life.

Mission and Vision

Caltrans Improves Mobility Across California

VALUES

Caltrans' staff developed four core values to guide the Department. These values reflect what is truly important to Caltrans as an organization. The Department is committed to cultivating an environment that upholds these values and creates a positive and energizing atmosphere where motivated team members can flourish and succeed to their highest potential.

Staff will strive to have these values guide their actions, shape the organization, and positively impact relationships with colleagues, partners, and the public.

Integrity—We promote trust and accountability through our consistent and honest actions.

Commitment—We are dedicated to public service and strive for excellence and customer satisfaction.

Teamwork—We inspire and motivate one another through effective communication, collaboration, and partnership.

Innovation—We are empowered to seek creative solutions and take intelligent risks.

GOALS

Strategic goals assert the general direction an organization wants to take to realize its vision and mission. Each goal reflects an area of focus for improving performance across the organization.

At Caltrans, the following five goals were developed with staff input:

Safety – Provide the safest transportation system in the nation for users and workers.

Mobility – Maximize transportation system performance and accessibility.

Delivery – Efficiently deliver quality transportation projects and services.

Stewardship – Preserve and enhance California's resources and assets.

Service – Promote quality service through an excellent workforce.

IMPLEMENTING THE PLAN

A strategic plan is only useful if it is a plan for action....

OBJECTIVES

Objectives express specific expectations an organization sets for itself in regard to achieving its goals. Each goal is accompanied by a series of objectives that contain time-bound, numerical targets for improving performance. These objectives offer a way for an organization to measure its progress toward achievement of a goal.

In Caltrans' Strategic Plan a total of 26 objectives were developed to quantifiably measure our progress toward achievement of our five goals. Those objectives are presented in Section 5 of this document.

STRATEGIES

Strategies represent the critical link between planning and implementation: they describe how an organization is going to achieve each of its objectives. Without the identification and implementation of strategies, strategic plans are just that—plans and no action.

At Caltrans, 99 strategies were developed for achieving the objectives. Those strategies are presented in Section 5 of this plan.

IMPLEMENTING THE STRATEGIC PLAN

A strategic plan is only useful if it is a plan for action—used as a tool to make informed management decisions, drive budgets, and achieve organizational results.

While the current strategic planning effort has been completed, the cyclical process of implementation is just beginning. A critical step in implementing the Strategic Plan is determining how to resource the strategies that will be pursued to effect improved performance.

The strategic planning process has been integrated into the budget process through the development of an annual Operational Plan that must reconcile the way the existing budget will be allocated. It must also identify areas where resources need to be redirected or enhanced through the Budget Change Proposal process.

Caltrans' Strategic Plan serves as the framework for the annual Operational Plan—which maps each work activity back to specific goals and objectives. In addition, a select group of strategies from the Strategic Plan are selected for implementation in a given fiscal year and the activities associated with those strategies are added to the annual Operational Plan.

CALTRANS - A HIGH PERFORMING TEAM

At the end of each fiscal year, current performance will be weighed against the targets that have been established in each objective to assess progress and make adjustments accordingly. This cycle reflects true performance management—operating Caltrans proactively by using the Department's strategic vision, valuable data, and effective strategies to further improve the high-performing organization Caltrans is today. In fact, Caltrans will be well on its way to becoming the best transportation department in the nation!

WHO WE ARE
AND WHAT WE DO

SECTION 1
DEPARTMENTAL OVERVIEW

OVERVIEW

The mission of the California Department of Transportation (Caltrans) is to: *Improve mobility across California*. Recognized as one of the world's outstanding transportation organizations, Caltrans provides leadership for the State's comprehensive transportation system. The Department has committed to five strategic goals, which are as follows:

Safety - Provide the safest transportation system in the nation for users and workers.

Mobility - Maximize transportation system performance and accessibility.

Delivery - Efficiently deliver quality transportation projects and services.

Stewardship - Preserve and enhance California's resources and assets.

Service - Promote quality service through an excellent workforce.

THE TRANSPORTATION CHALLENGE

California residents consistently list traffic congestion as one of their top concerns in regards to their overall quality of life. Addressing congestion and improving mobility are primary concerns of the Department. However, many issues are to be considered when addressing these concerns:

- Population growth. The State's population is increasing by over 600,000 each year and is projected to double by the year 2040. This Strategic Plan guides Caltrans toward reducing congestion in the face of such aggressive population growth.
- Aging transportation system. All portions of the multimodal statewide system are aging and require significant funds for rehabilitation (state highways, bus fleets, rail cars and tracks, and airport facilities).
- Economic competitiveness. To maintain and strengthen economic vitality, the State must have a transportation system that efficiently moves goods and people.
- Maritime ports and goods movement. International goods movement is expected to double and domestic goods movement is expected to increase by 50 percent through California ports within the next decade. Mobility of goods from the ports to warehouses, stores, and eventually consumers must be a priority on both regional and statewide levels.

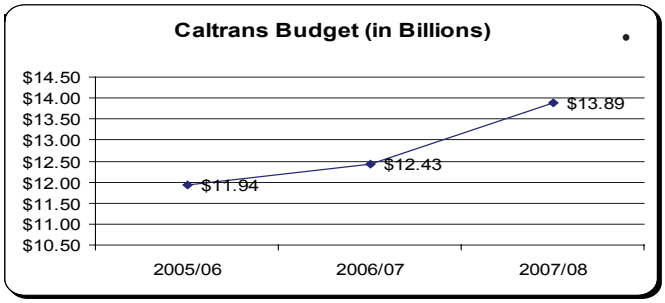
TRANSPORTATION CHALLENGES...

- Protection of the environment. The environmental resources of California play a large role in residents' quality of life. Protecting or even enhancing the environment and our quality of life must be a priority when developing projects to improve mobility.
- Funding. With vast transportation infrastructure needs facing the State in the future, stable and increasing funding sources must be secured so that necessary transportation projects can sufficiently meet the mobility needs of the state.
- Acquisition and supply of necessary resources. The availability of resources required for transportation projects is both decreasing in supply and increasing in costs. Sources for materials such as aggregate are finite and production costs for items such as steel continue to rise.
- Security. Adequate resources and planning must be taken into consideration to secure the safety of the public when using the state's transportation facilities.

IMPROVING THE TRANSPORTATION SYSTEM AND A VISION FOR THE FUTURE

Caltrans is responsible for ensuring statewide mobility for people, goods, and services by considering all modal options and maximizing intermodal connectivity. Caltrans' vision for the future is comprised of many elements. Some of these are:

- Viable multi-modal Systems. Travelers and goods movement must be accommodated by an efficient transportation system that includes multimodal systems. People must be presented with a range of effective transportation options whether it be by auto, bicycle, pedestrian, rail, transit, or airplane.
- Data indicates when given a choice, people in California are taking advantage of different modes. Transit ridership in California is growing at a pace higher than the national average. More people are currently riding trains in California than in any other state in the country, other than New York.



- Expedite Project Delivery. Considering the growing population, economic pressures, finite resources, and challenges in securing adequate funding, transportation projects must be delivered in the most efficient manner possible. It is imperative that projects be delivered "on-time" and within budgetary projections.

- Effective Partnerships. The Department has greatly improved and must continue to forge and foster successful collaborations with local, regional, federal, and other State agencies to deliver transportation systems that best meet the needs of the people. Caltrans must also listen and work with concerns of private industry and citizen groups to ensure products delivered are both viable and desired.

- Increased Use of Technology. Intelligent transportation systems offer potential towards improving the efficiency of mobility. ITS can provide information that will enable better planning and operation of the transportation system and must be researched and deployed wherever possible.

  Not only will the use of technology improve mobility, but can also lead to new and innovative partnerships with private industry and the academic community, leading to economic growth in the private sector while also creating economic gains through improvements in transportation.

STRATEGIC GROWTH PLAN--A PLAN FOR THE FUTURE

Governor Arnold Schwarzenegger's Strategic Growth Plan (SGP) calls for a $222 billion infrastructure improvement program to fortify the state's transportation system, education, housing, and waterways. The SGP includes a historic and comprehensive transportation investment package designed to decrease congestion, reduce travel times, and increase safety, while accommodating future growth in the population and the economy.

The SGP deploys demand-management strategies, such as dedicated truck lanes and high occupancy toll lanes, and builds new capacity. It will enable more traffic to move through existing roadways, rehabilitate thousands of lane miles of roads, add new lanes, and increase public transportation ridership. This requires innovation in transportation planning, construction and management, sustained coordination between regional transportation agencies and the state, and dedicated funding.

The SGP presents a bold vision of mobility improvements and investments. The initiative is performance-based and outcome-driven, targeting significant reduction in congestion, improved quality of life for Californians, and a world-class transportation system that supports a globally-competitive economy and promotes prosperity.

Investments for the Future

The SGP calls for investing $107 billion in transportation infrastructure during the next decade. Funding includes $47 billion in existing transportation funding sources such as the gas tax,

THE STRATEGIC GROWTH PLAN

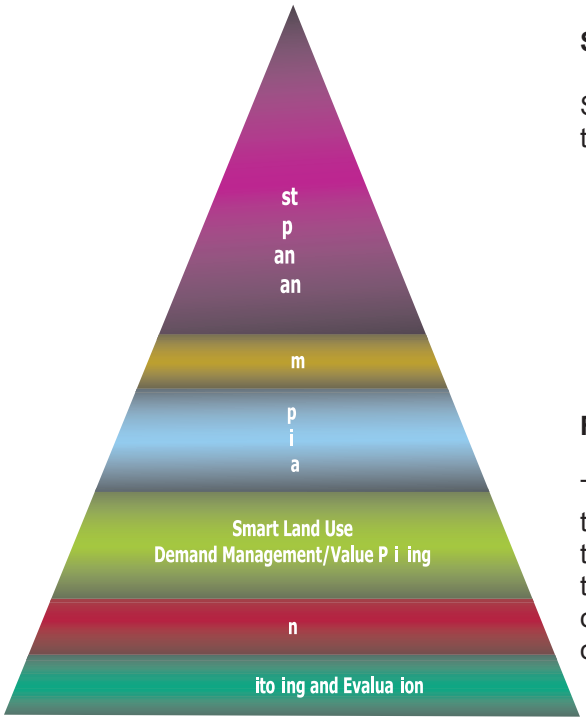
Proposition 42, and federal funds. A total of $40.1 billion in new funding is proposed from other fund sources and leveraging existing funds to attract increased federal, private, and local funding. The remaining $19.9 billion of need is proposed to come from General Obligation (GO) bonds.

Performance-Based, Outcome-Driven

The SGP targets a significant decrease in traffic congestion below today's levels. This will occur even while accommodating growth in population and the economy over the decade. Over the next ten years, daily congestion (measured by daily hours of delay) is projected to increase 35 percent from 558,143 hours in 2005 to 753,000 hours in 2016 based on current trends. With the SGP, congestion levels are estimated to be 454,000 hours daily in 2016, a reduction of more than 100,000 hours (18.7 percent) below today's levels.

Complete System Approach

The SGP is based on a key premise that investments in mobility throughout the system yield significant improvements in congestion relief. This pyramid outlines the strategies to be used to achieve the outcome of reduced congestion. The base of the pyramid is as important as the apex. System monitoring and preservation are the basic foundation upon which the other strategies are built. System expansion and completion will provide the desired mobility benefits to the extent that investments in and implementation of the strategies below it establish a solid platform.



SGP Needed Reforms

Specific reforms are necessary in order to effectively achieve the goals of the SGP:

- Provide authority to deliver projects more quickly and efficiently through the use of design-build contracting and design-sequencing.
- Enable public-private partnerships to attract private capital that can fund priority infrastructure projects.

Funding the Right Improvements

The SGP relies on continued cooperative partnerships with the California Transportation Commission (CTC), regional transportation agencies, and local governments to achieve the performance objectives. Increased accountability for outcomes, particularly congestion reduction, is a centerpiece of the transportation portion of the SGP.

STRATEGIC GROWTH PLAN- IMPLEMENTATION

TRANSPORTATION BOND PACKAGE IMPLEMENTATION OVERVIEW:

The transportation portion of the bond package (Proposition 1B) includes $19.925 billion for safety improvements and repairs to State highways, upgrades to freeways to reduce congestion repairs to local streets and roads, improvements to the seismic safety of local bridges, expansion of public transit, reduction of air pollution, and improvements to anti-terrorism security at the ports.

The package also includes protection of any future Proposition 42 transfers (Proposition 1A). It would allow the State to borrow the money, but pay it back within three years. It also would restrict the State to only two such transactions every ten years.

Finally, the package includes legislation (AB 1039) to streamline the environmental process while safeguarding environmental protections. It also includes legislation (AB 1467) that authorizes the State and regional agencies to engage in public-private partnerships, as it relates to goods movement, to attract private investment for the development of transportation infrastructure in the State.

Proposition 1B - Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006

Category of Investment	Total Bonds(in Billions)
Corridor Mobility Improvement Account	$4.500
State Route 99 Corridor	$1.000
Ports Infrastructure, Security and Air Quality	$3.100
School Bus Retrofit for Air Quality	$0.200
State Transportation Improvement Program (STIP) Augmentation	$2.000
Public Transportation Modernization, Improvement, and Service Enhancement	$4.000
Transit System Safety, Security, and Disaster Response Account	$1.000
State-Local Partnership Program Account	$1.000
Local Bridge Seismic Retrofit	$0.125
Highway-Railroad Crossing Safety Account	$0.250
State Highway Operation and Protection Program (SHOPP)	$0.750
Local Street and Roads, Congestion Relief, and Traffic Safety Account of 2006	$2.000
TOTAL	$19.925

DEVELOPING
THE PLAN

SECTION 2
DEVELOPING THE STRATEGIC PLAN

DEVELOPING THE STRATEGIC PLAN

INTRODUCTION

This Strategic Plan is the result of a group effort—22,000 plus strong—of both Caltrans employees and external stakeholders. It was developed, in part, to guide Caltrans toward becoming the best, most efficient transportation department in the nation.

For the plan to be honest, self-critical, and rich with ideas for realizing the organization's potential, it needed to be driven by those who know Caltrans best. It is thanks to all of those involved from inside and outside Caltrans that a blueprint for improved organizational success and service was developed.

The fruits of this nine-month effort are presented in Section 3 and Section 5 of this document. The approach to the process is explained in this section.

BASELINE ASSESSMENT

Caltrans embarked on developing the Strategic Plan by undertaking an analysis of its strengths, weaknesses, opportunities, and threats (SWOT). This baseline assessment helped to identify the strengths and opportunities to preserve and leverage in the Strategic Plan, and the weaknesses and threats that were necessary to mitigate and address.

Employee Survey—All staff were invited to participate in an employee survey that took the organization's pulse regarding internal operations and culture. Over 15,000—or 68 percent—of the employees opted to participate in the survey, a tribute to how engaged the staff are in the success of the organization.

Workplace of Choice Input—The efforts of the Workplace of Choice Committee, which was charged with identifying and designing ways to enhance Caltrans' work environment, were incorporated into the objectives and strategies identified in Strategic Plan.

External Customer Survey—The results of Caltrans' most recent survey of its external customers—transportation partners and the public were utilized.

Expert Review Panel SWOT—A SWOT analysis was conducted with colleagues that reside on the External Review Panel of the Business, Transportation, and Housing Agency's Performance Improvement Initiative.

Deputy and District Director SWOT—A SWOT analysis was conducted with the Department's district and deputy directors.

HOW WE DID IT..

BOTTOM-UP APPROACH

The approach taken to develop the Strategic Plan followed a pattern of reaching out to all staff for initial input, feedback, and ideas; then confirming those concepts through a Strategic Planning Work Group. In the case of strategy development, another level of analysis was introduced—by establishing Ad Hoc Review Groups.

This layered process of review was highly effective in capturing multiple and diverse perspectives, while at the same time, identifying common concepts across and up and down the organization.

Starting with Staff

The process for developing components of the Strategic Plan always began with staff input sessions. All employees were invited to participate in meetings in their district or division, in which they would brainstorm, discuss, and vote on alternative concepts related to the Strategic Plan.

Values— Over 2,650 employees participated in Value review and development sessions and provided the input that resulted in the four core values that are presented in this strategic plan. In these meetings, staff also brainstormed on ways to foster and promote these values within the organization.

Goals—Over 3,600 employees participated in the Goals review and development sessions, in which they reviewed existing goals and the key words associated with the goals, deliberated on alternative words and statements that best conveyed Caltrans' desired strategic direction, and voted on their preferences.

Objective and Strategies—Approximately 2,200 employees attended sessions designed to develop strategies and refine objectives. Staff submitted suggested changes to the objectives and proposed strategies that were designed to achieve the approved objectives.

Mission and Vision—In previous efforts, Caltrans had worked hard at developing a combined mission and vision statement that succinctly reflected who it is and what it wanted to accomplish as an organization. In this year's employee survey, staff were asked for their feedback on whether the existing mission and vision statement should be kept or modified. Over 70 percent of participating employees affirmed the existing statement, so it remains unchanged.

Ad Hoc Review Groups

As part of strategy development, an additional layer of review and refinement was added to the process. In this case, groups of staff who specialized in a certain functional area of the organization were convened to review the proposed strategies that they were

DEVELOPING THE PLAN CALLS FOR TEAM EFFORT

most expert in. These groups discussed the compilation of relevant strategies, refined their content, and voted to advance those strategies that were most promising.

Strategic Planning Work Group

Driving the strategic planning effort were 10 district and deputy directors that comprised the Strategic Planning Work Group. This group determined how to approach each phase of the strategic planning process, served as a network for coordinating the planning efforts, initiated multiple sessions per Strategic Plan component; and carefully deliberated over the resulting input provided by staff. This group devoted myriad hours of their time to ensure the process and product were successful and truly met the needs of the Department. The Strategic Planning Work Group was comprised of the following individuals:

- Gregg Albright, Deputy Director for Planning and Modal Programs
- Ann Barsotti, Deputy Director for IT and Administration
- Richard Land, Deputy Director for Project Delivery
- Michael Miles, Deputy Director for Maintenance and Operations
- Gerald Long, Deputy Director for Audits and Investigations
- Kome Ajise, District Director, District 10
- Doug Failing, District Director, District 7
- Tom Hallenback, District Director, District 9
- Jody Jones, District Director, District 3
- Mike Perovich, District Director, District 8

Project Team

The Director's Office of Strategic Planning and Performance Measurement (OSPPM) served as project manager to this effort and provided the needed support to the Strategic Planning Work Group and other participants of the process. The Project Team was comprised of Debbie Mah and Vicki White of OSPPM, and consultants Karin Bloomer of MGT of America and Walter Butcher of Cambria Solutions.

Director's Meetings

At monthly Director's Meetings, the Project Team and Strategic Planning Work Group presented a status update of the effort and sought feedback and approval on the outputs of the process. The Director, the Chief Deputy Director, and all District and Deputy Directors attended these meetings.

SECTION 3
THE STRATEGIC PLAN

INTRODUCTION

This section includes a narrative explanation of Caltrans' Strategic Plan. More technical components of the plan are presented in Section 5 (Goals, Objectives, Strategies and Performance Measures) and Section 6 (Benchmarking and Target Setting) of this document.

MISSION AND VISION

A mission statement describes an organization's unique purpose for existing. A vision statement articulates an organization's ultimate aspiration for achieving its mission. At Caltrans, it was decided to combine the two statements into a single expression that explains why it is here and what it is seeking to accomplish as an organization.

What makes Caltrans unique in its role in government? What is its ultimate purpose and function in serving millions of Californians every day? The Mission, Vission, and the very essence of its responsibility is this:

Caltrans Improves Mobility Across California

Through strategic and effective partnerships, Caltrans can improve mobility even in the face of the state's aggressive population growth. Inherent in this effort is the need to sustain a high quality of life.

VALUES

Values express an organization's philosophy on how to operate. They are the timeless principles that guide the organization's behavior and the manner in which it will carry out its mission.

Values articulate how an organization treats its people—its employees and customers—and how it treats its work—its process and performance. Together, these values represent the culture of an organization.

Caltrans has developed four core values. These values reflect what is truly important to it as an organization. Staff is committed to cultivating an environment that upholds these values and creates a positive and energizing atmosphere where motivated team members can flourish and succeed to their highest potential.

GOALS

Caltrans will strive to have these values guide its actions, shape who it is as an organization, and positively impact its relationships with colleagues, partners, and the public.

Caltrans' four core values and their corresponding statements are:

Integrity—We promote trust and accountability through our consistent and honest actions.

Commitment—We are dedicated to public service and strive for excellence and customer satisfaction.

Teamwork—We inspire and motivate one another through effective communication, collaboration, and partnership.

Innovation—We are empowered to seek creative solutions and take intelligent risks.

GOALS

Strategic goals assert the general direction an organization wants to take to realize its vision and mission. Each goal reflects an area of focus for improving performance across the organization.

Caltrans staff have developed the following five goals:

Safety – Provide the safest transportation system in the nation for users and workers.

Mobility – Maximize transportation system performance and accessibility.

Delivery – Efficiently deliver quality transportation projects and services.

Stewardship – Preserve and enhance California's resources and assets.

Service – Promote quality service through an excellent workforce.

SAFETY
Provide the safest transportation system in the nation for users and workers.

SAFETY GOAL

Safety is Caltrans' top priority. This goal's focus is on the safety of both the user—the traveling public—and those who work on the system—Caltrans employees and contractors. The following efforts highlight Caltrans's successful strategies over the past year to achieve the objectives in the Safety Goal:

Slow for the Cone Zone

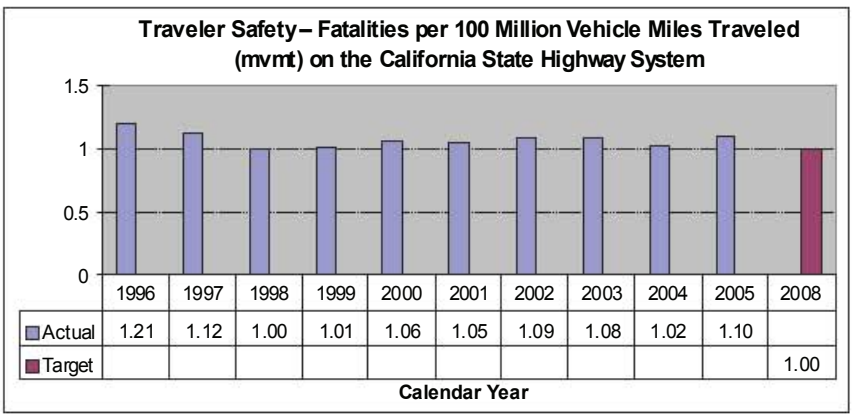
In 1999, Caltrans began a statewide public awareness campaign called *Slow for the Cone Zone* to educate motorists to drive more safely in highway work zones. The campaign has won numerous merit awards including one from the State Information Officers Council in May 2006 for a safety calendar that was illustrated by children of Caltrans employees. Since this highway work zones have fallen 35 percent in California - while increasing 43 percent in 49 other states. According to the Federal Highway Administration, three worker fatalities occur nationally in all cone zones every five days.

During a ceremony in October 2006, Caltrans Director Will Kempton presented the keys of two new Toyota Scion automobiles (donated by Clear Channel Communications and Just Tires) to the two lucky winners of the "Slow For the Cone Zone" Teen Sweepstakes. The sweepstakes were part of Caltrans' statewide driver safety education campaign emphasizing the need for teenaged drivers to be especially careful while driving through highway maintenance and construction work zones.

An educational web site, DVD, and classroom materials were used to teach teens about slowing down in the "the zone." By exercising extreme caution, drivers can protect themselves, their passengers, other motorists, and highway construction workers from injury or death.

"Driving is a huge responsibility, and 16-year olds are four times as likely as other drivers to be killed in a collision," stated Director Will Kempton.

Bucking the national average, Caltrans has had no employee deaths in Caltrans work zones in FY2006/07. For the first time in four years, no Caltrans employee was killed anywhere on the job.



SAFETY
Provide the safest transportation system in the nation for users and workers

Safe Routes to Schools

The Safe Routes to School program was established by the California Legislature to encourage students to walk or bike to campus. This program was designed to provide infrastructure and education, to give students easier and healthier ways to safely travel to and from schools, and gives parents more peace of mind.

Caltrans has awarded $45 million to California cities and counties to fund 88 projects for Safe Routes to School. California expects to receive $68 million in federal funding for Safe Routes to School over the program's five-year lifespan.

More Safety Campaigns

In April, Caltrans received an Office of Traffic Safety (OTS) Achievement Award for installing signs at roadside rest areas throughout the state urging motorists to report drunk drivers by calling 911. The Office of Traffic Safety provided a grant to pay for the signs.

According to the OTS, the signs "have significantly contributed to promoting and enhancing traffic safety in California." They are one way of enlisting *all* Californians to combat the danger of drinking and driving – by giving them an easy way to report offenders and make the highways safer. In addition to Caltrans, four other departments under the Business, Transportation and Housing Agency (BT&H) joined the campaign against drunk drivers. They include the California Highway Patrol, the Office of Traffic Safety, the Department of Motor Vehicles and the Department of Alcoholic Beverage Control. Mothers Against Drunk Driving (MADD) also participated in statewide public education events as part of the campaign.

Caltrans and CHP Host Emergency Response Summit

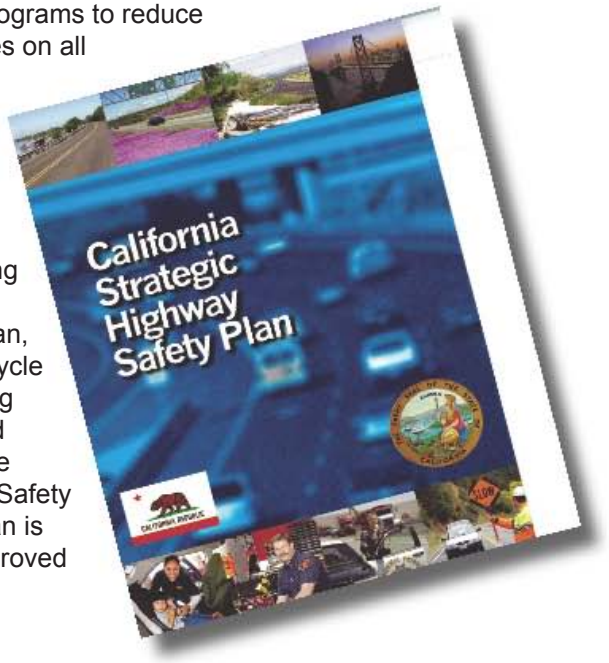
Caltrans and the California Highway Patrol hosted the first "emergency response" joint conference in April 2007. The focus of the conference was to improve emergency response efforts with key participants in highway incident management. Up to 25 percent of all traffic congestion is due to highway emergency incidents. The goal of the summit was to improve the coordination between various emergency responders and to reduce motorists' delays, while increasing safety for both motorists and emergency responders.

The conference brought together transportation and public safety professionals who respond to highway incidents, including tow service contractors, local emergency service providers, county coroners, commercial haulers, hazardous material (HazMat) clean-up contractors, and county environment officials.

SAFETY
Provide the safest transportation system in the nation for users and workers

Strategic Highway Safety Plan

In partnership with federal, local, and private sector stakeholders, Caltrans developed the Strategic Highway Safety Plan. The most important benefit will be the coordination of statewide safety programs to reduce fatalities and injuries on all public roads. It will attempt to improve safety in 16 key areas, including reducing drunk driving and speeding; increasing seat belt usage; improving pedestrian, motorcycle and bicycle safety; and ensuring drivers are licensed and competent. The Strategic Highway Safety Implementation Plan is expected to be approved in Spring 2008.



Protecting Children with Amber Alerts

The California Amber Alert program marked its fourth anniversary in 2006 with a 100 percent success rate in rescuing abducted children. When an Amber Alert is issued, Caltrans posts a description of the vehicle and license plate number on up to 580 electronic freeway message signs statewide. Amber Alerts have been around since 1996 inTexas. They're named after 9-year old Amber Hagerman, who was abducted from Arlington and murdered. California adopted Amber Alerts in 2002. Now all 50 states utilize them.

The Seismic Safety Retrofit Program

By the end of June, 2006, Caltrans had retrofitted 99.5 percent of all state-owned bridges (2,183 out of 2,194 bridges) and six of seven state-owned toll bridges.

This year, the 50 year-old bridge deck on the Richmond-San Rafael Bridge was resurfaced with stronger polyester concrete that should withstand impacts from the elements. Also, deck joint seals were replaced to weather the changing temperatures and traffic load. Motorists experience a notably smoother ride.

SAFETY
Provide the safest transportation system in the nation for users and workers

The seismic replacement project at the San Francisco-Oakland Bay Bridge continues. The last two massive concrete deck segments that make up the skyway were lifted into place in December 2006, in a balancing act that is an engineering achievement in itself. Caltrans' crews lifted each segment – tipping the scales at more than 700 tons, and the largest of their kind in the world – in tandem at either end of their common bridge pier to avoid stressing the new span.

The lower deck of the Bay Bridge (eastbound I-80) was closed over Labor Day week-end in order to demolish two sections of the upper deck as part of the West Approach seismic replacement project. BART trains ran overnight and the concerns about gridlock vanished.

Weathering the Winter Storms

Winter rain and snow caused $424 million worth of damage around the state; and $157 million of that was in the San Francisco Bay Area. Caltrans cut through red tape and fast-tracked emergency repairs; Caltrans' crews and contractors worked tirelessly to get Highway 1 at Devil's Slide and along the Marin Coast, as well as the Highway 128/ Russian River Bridge in Geyserville, open in record time – in a matter of months, not years. Residents and visitors were once again able to access and enjoy the beauty of these scenic byways.

The SR-330 Slope Stabilization Project restored slopes damaged by winter storms. The Project Development Team worked cooperatively to overcome challenges to deliver this $7 million project expeditiously. In less than six months, it was ready to advertise for bids and is now complete.

MOBILITY
Maximize transportation system performance and accessibility

Caltrans has constructed 1,268 miles of high occupancy vehicle (HOV) or carpool lanes statewide.

MOBILITY GOAL

Highlighting the Department's mission and vision is the Mobility Goal, the focus of which includes improving the operation of the system and increasing transit options, building partnerships, improving multi-modal connectivity, addressing bicyclist and pedestrian needs, providing access for the disabled, promoting park and ride lots, and coordinating transportation and land use planning. The following efforts over the past year support strategies which will help achieve the objectives in the Mobility Goal.

Moving Goods in the Golden State

The State's foundational policy documents for delivering needed goods movement/freight infrastructure in California – including mitigating the environmental impact of goods movement activities – are the Goods Movement Action Plan (GMAP) and the Emissions Reduction Plan.

The GMAP is a statewide action plan for goods movement capacity expansion, goods movement-related public health and environmental impact mitigation and community impact mitigation, and goods movement-related security and public safety enhancements. It presents the "how," "when," and "who" required to integrate these efforts. Specifically, it presents a framework for decision making regarding candidate actions and potential "solution sets" to achieve simultaneous and continuous improvement for each of the subject areas - infrastructure, public health and environmental impact mitigation, community impact mitigation and workforce development, homeland security and public safety, innovative finance and alternative funding, and technology.

The completion and approval of the GMAP in January 2007 was the culmination of two-year's work in collaboration with the Business, Transportation and Housing Agency. The GMAP is a key resource for the California Transportation Commission to use as it develops the priority project list for the Trade Corridors Improvement Fund (TCIF). The entire plan is available on the Internet at www.arb.ca.gov/gmp/docs/gmap-1-11-07.pdf.

High-Occupancy Vehicles (HOV) and Special Lanes

Responding to a federal order to reduce congestion in High Occupancy Vehicle (HOV) lanes, Caltrans issued a congestion reduction strategy that focuses on addressing areas with the worst recurrent or daily congestion. The FWHA defines HOV lanes as congested when vehicles fail to maintain a minimum average operating speed of 45 miles per hour 90 percent of the time over a 180-day period during the morning or afternoon peak hours. This congestion could be caused by bad weather, accidents, stalls, etc.

***"VII is an example of a public-private partnership where government has joined hands with private industry to find ways to improve vehicle safety and to increase mobility for people and goods,"* said Caltrans Director Will Kempton.**

Following a review of data collected between October 2006 and March 2007, specific remedies will be applied to the most severely degraded sections of the HOV system starting in November, 2007. Caltrans' short-term actions call for increasing enforcement of occupancy requirements, removing accidents and break-downs more quickly, expanding public education, seeking higher fines for violations, and completing HOV lane (gap closure) projects.

Transportation funds from Proposition 1B, recently approved by California voters, will help alleviate the degradation issue in the HOV network by funding projects that close gaps and reduce bottlenecks. For example, new HOV lanes will be constructed in Santa Clara between Highway 101 and State Route 237.

Intelligent Transportation Systems

US DOT's Information Technology Services' Joint Program Office recently recognized Caltrans for its innovation and leadership in transportation technology by officially including Vehicle-Infrastructure Integration (VII) California into the national effort. Caltrans and the Bay Area Metropolitan Transportation Commission have each committed $1.5 million to conduct research on VII to increase mobility on California highways while decreasing fatal collisions.

Caltrans is the first public agency in the nation to install VII hot spots. Caltrans and the MTC are developing an approximately 60-mile testbed where VII is being tried in partnership with the auto industry and the University of California, Berkeley.

California traffic accidents claimed the lives of 4,304 people in 2005, and Caltrans feels that implementing VII will lessen that frightening figure.

If VII were implemented, every car manufactured in the U.S. would be equipped with a communications device and a Global Positioning System (GPS) so that data could be exchanged with a nationwide, instrumented roadway system. Data transmitted between Dedicated Short Range Communication units along the roads and vehicles could warn a driver of impending dangers. The vehicles themselves could also serve as data collectors for traffic and road conditions. This information could then be passed on to drivers in real time and help increase safety, as well as relieve traffic congestion.

MOBILITY
Maximize transportation system performance and accessibility

The VII California Test-bed consists of three parallel routes on the state highway system that are situated in a generally North-South orientation: US-101, SR-82 (El Camino Real), and I-280. The end points for the Test-bed are roughly SR-92 in the north and SR-85 in the south, making it about twenty miles in length. A primary consideration for choosing this corridor is its close proximity to the Palo Alto area, since four of the auto industry partners (BMW, DaimlerChrysler, Toyota, and VW/Audi) have research facilities there, and they are using these laboratories to perform vehicle development work and stage tests using the VII California Test-bed.

Moving People on Mass Transit

Caltrans provides millions of dollars each year to transit agencies through its grant program. Funds are to be used to provide transportation services to the elderly and persons with disabilities; to enhance transit in rural areas in order to improve the access of people to health care, shopping, education, employment, public services, and recreation; to improve connections and expand existing service; and, to provide new local transit systems.

New Altamont Commuter Express Train Provides Service Between Stockton and San Jose

For the first time in 34 years, commuters can take a train directly from Stockton to San Jose and back. A partnership between Caltrans, Amtrak, and the San Joaquin Regional Rail Commission made it possible to achieve the long-held goal of enhanced passenger rail service to San Jose from the Central Valley.

Caltrans Director Will Kempton cuts the ribbon to inaugurate ACE Train service.

Caltrans began new rail service between Stockton and San Jose with a ribbon-cutting ceremony at the historic Robert J. Cabral Station in Stockton on August 25, 2006. The new Altamont Commuter Express (ACE) connects with Amtrak San Joaquin trains to provide direct service from Stockton to San Jose.

The ACE Train provides multiple benefits to Californians. Not only does it give Valley-to-Bay Area commuters a way to avoid wasting time and fuel in heavy, slow-moving, “rush-hour” traffic — it allows them to avoid the effects of construction on the Interstate 205 corridor. Equally important to many, the ACE Train enables commuters to choose an environmentally-responsible alternative to driving, which will help reduce the severe air pollution that has plagued both the San Joaquin Valley and the South Bay Area.

MOBILITY
Maximize transportation system performance and accessibility

Travel Times on CMS Signs

As part of Caltrans' statewide efforts to reduce congestion and improve mobility, there has been expanded deployment of new freeway overhead Changeable Message Signs (CMS). In June 2006, Caltrans entered the final phase of this endeavor by adding 18 new signs that display the estimated travel times to various destinations across Los Angeles County – bringing the total in Los Angeles and Ventura Counties to 50. The signs have put important travel time information directly into the hands of motorists in order to assist them in making decisions about their commutes, providing another tool to help them plan their travels, save time, relieve congestion, and improve mobility.

The pilot project (Phase 1) began in August 2005, posting estimated travel times on 14 CMS signs on selected routes throughout the greater metropolitan Los Angeles area. The project expanded in early 2006 with 16 more signs. In June 2007, the project was extended to Ventura County, when two signs were added to the system on the Ventura Freeway (US-101), serving northbound motorists in Westlake Village and southbound motorists in Thousand Oaks.

Integrated Corridor Management

SANDAG received a $390,000 Integrated Corridor Management (ICM) Grant from the Federal Highway Administration (FHWA) for two pilot projects in San Diego and Oakland. There are eight pilot locations throughout the country with a potential of $30 million for the four ICM finalists. A decision on the four finalists is expected from FHWA in late 2007.

With ICM, the various institutional partner agencies manage the transportation corridor as a system, rather than the more traditional approach of managing individual assets. They manage the corridor as an integrated asset in order to improve travel time reliability and predictability, help manage congestion, and empower travelers through better information and more choices.

MOBILITY
Maximize transportation system performance and accessibility

Los Angeles Regional Transportation Management Center

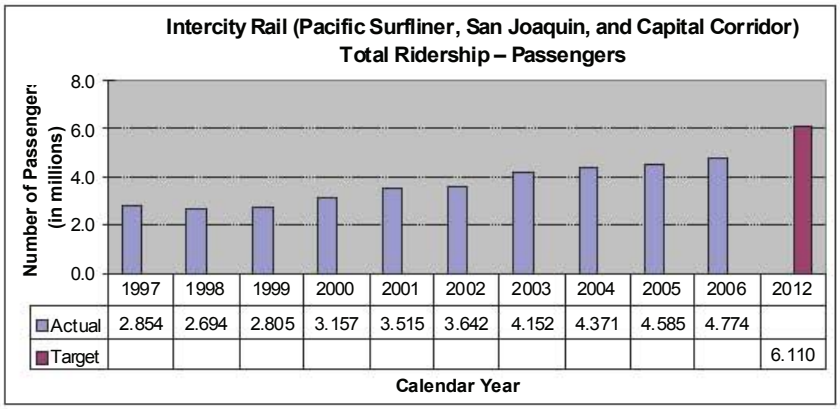
It's new and state-of-the-art. The Los Angeles Regional Transportation Management Center (LARTMC) serves as a worldwide resource for other states and countries interested in traffic management, intelligent transportation systems, and high-tech freeway system management.

Nestled between the Glendale Freeway (SR-2) and the Ventura Freeway (SR-134) in the Eagle Rock District of Los Angeles, is a new, five-story 88,000 square foot building. The LARTMC is now the operations focal point for maximizing traffic flow and reducing congestion on the Los Angeles and Ventura County freeway systems. The LARTMC will monitor District 7's 790 freeway miles, 350 closed circuit cameras, 110 Changeable Message Signs, 1,100 ramp meters, and 400 directional miles of High Occupancy Vehicle (HOV) or carpool lanes

Combining their expertise to jointly operate LARTMC, Caltrans and the California Highway Patrol (CHP) will demonstrate teamwork and inter-departmental cooperation to manage freeway incidents in the region. With the latest state-of-the-art technologies, Caltrans and the CHP have developed a strategy to rapidly detect and respond to traffic incidents while managing the resulting congestion caused by those incidents. The strategy is a fully-automated traffic control system, designed to provide 24/7 real-time surveillance of traffic conditions.

Reaching New Records on the Rails

Ridership on California's three state-supported rail routes reached a record 4.7 million in the 2005/06 fiscal year. These routes are the second, third, and fifth busiest passenger train routes in the nation. The routes include the Pacific Surfliner - which runs between San Diego and San Luis Obispo, the Capitol Corridor - which transports passengers between Sacramento and the Bay Area, and the San Joaquin - which connects Bakersfield with Oakland and Sacramento.



DELIVERY
Efficiency deliver quality transportation projects and services

DELIVERY

The Department is striving to surpass its success in 2006 through the strategies included in the Delivery Goal, which is focused on improving not only the organization's efficiency; but also, the quality of its projects, products, and services. The following efforts over the past year are supporting strategics in the Delivery Goal.

Caltrans is working hard to build credibility with the public by delivering projects and services in a timely and cost-efficient manner. By the end of the 2006/07 fiscal year, Caltrans had surpassed its outstanding delivery record of the previous year by delivering 100 percent of its goal of 286 projects, valued at $2.3 billion. These projects all achieved the "ready to list" milestone and are ready to be advertised for bids from contractors. Over 60 percent – 176 of the 286 projects – attained the "ready to list" milestone a day or more ahead of schedule.

Performance Leads to Rewards

On Sept 11, 2007, the Federal Highway Administration issued its notice redistributing some $1.2 billion in FY 2007 obligation authority to the states. Because of Caltrans' laudable success in delivering projects, the Department will receive an additional $120 million in federal funding for the transportation program in FY 2007/08.

Looking ahead, Caltrans' goal is to deliver 100 percent of our projects in the 2007/08 fiscal year – with an even more ambitious program of 294 projects and an estimated construction value of $3.5 billion.

Historic Milestone Reached

Caltrans and the Business, Transportation and Housing Agency produced "GoCalifornia", which became the transportation component of the Governor's Strategic Growth Plan (SGP). The SGP developed system-wide transportation performance standards adopted by the California Transportation Commission. This included $19.9 billion for safety improvements and repairs to state highways, upgrades to freeways to reduce congestion, repairs to local streets roads, improvements to the seismic safety local bridges, expansion of public transit, reduction of air pollution, and improvements to anti-terrorism security at the ports. With the SGP, congestion levels are estimated to be 454,000 hours daily in 2016, a reduction of more than 100,000 hours (18.7%) below today's levels.

In addition, the SGP calls for state and regional agencies to engage in public/private partnerships to attract billions of dollars in private investment for the development of transportation infrastructure in the state.

Finally, the SGP includes legislation to streamline the environmental process while safeguarding environmental protections and our quality of life.

STEWARDSHIP

Preserve and enhance California's resources and assets

Stewardship - System Maintenance and Preservation:

The tangible outcome for Californians from a well maintained transportation system is a savings of $558 for drivers every year. A roadway with a rough surface and potholes costs taxpayers significantly in vehicle maintenance and repair costs.

There are also indirect savings, as research shows that $1 spent this year in maintaining the roadway saves taxpayers $6-10 in the future to rehabilitate the roadway. These are strong reasons to achieve Caltrans maintenance and preservation targets.

STEWARDSHIP

Caltrans strives to be an excellent steward of the resources and assets in its care. This goal's focus includes all of its resources—environmental, natural, financial, and human resources—and assets—equipment, buildings, roadways, bridges, and land.

From Crescent City to San Diego, Caltrans is on patrol throughout the entire state to maintain and preserve California's environment, a cornerstone of the state's unique lifestyle and quality of life. Caltrans' stewardship efforts range from the past - preserving a tunnel used by Chinese miners at the turn of the century - to a current hydrogen fuel cell car study and adding 200 "green" vehicles to its fleet.

Caltrans is also making its operations more efficient by reducing projected operating costs by $251.6 million over the next five years. Of that amount, $130 million has been directed to strengthen bridges against earthquakes.

Caltrans works to protect our fragile environment. To protect fish during bridge construction, Caltrans used an innovative new technology known as a "bubble curtain." The bubble curtain works by piping pressurized air through a series of hoops that encircle steel piles as they are pounded into the mud and shale. In the water, the bubbles froth like a spa. Those bubbles disrupt the underwater sonic waves, which can be fatal to certain fish. Water amplifies sound, and when those sonic waves reach fish, the blast can rupture their internal organs.

After perfecting the system for the Bay Bridge, Caltrans applied it on construction of the Benicia Bridge and the retrofit of the Richmond-San Rafael Bridge. As a result, construction related fish deaths all but vanished.

STEWARDSHIP

Preserve and enhance California's resources and assets

Caltrans and CHP Launch Statewide Clean-Up

Caltrans and our partner, the California Highway Patrol (CHP), launched an aggressive two-month statewide clean-up in May 2007. The debris and brush clean-up, which stretched from Yreka to San Diego, was part of an effort to remove potential wildfire fuel along the highways. Caltrans has been actively working to raise public awareness of the litter and dumping problems with campaigns such as "Don't Trash California." Last year, the State of California spent over $55 million in tax dollars to pick up and dispose of trash that was recklessly tossed or dumped onto California's roadways.

During this one-day, statewide effort, Caltrans and CHP employees, contractors, and volunteers collected more than 6,900 cubic yards (equivalent to 48,300 bags, or 555,450 pounds, or 278 tons) of trash, along 3,700 miles of road shoulders. During the event, the California Highway Patrol (CHP) conducted maximum enforcement. Citations were issued to those caught littering the highways with flying debris from uncovered loads or with discarded items, such as tossed cigarette butts and other trash thrown from car windows.

Caltrans encourages Californians to do their part by participating in the Adopt-A-Highway (AAH) Program. The AAH Program has been one of the most successful government-public partnerships of our time. More than 120,000 Californians have kept over 15,000 shoulder-miles of roadside clean since its inception in 1989.

Litter Abatement Plan

On May 1, 2007, Caltrans' Litter Abatement Plan (Plan) was approved by the Director.

The three core objectives of the Plan are:

Raise public awareness of the problem (Preventive)

- Develop a Litter Abatement Public Awareness Campaign

STEWARDSHIP

Preserve and enhance California's resources and assets

Control and pick up the litter (Reactive)

- Maximize the cost effectiveness of physical intervention strategies
- Department of Corrections' involvement in litter removal effort
- Optimize the Adopt-A-Highway Program

Enforce anti-litter laws (Corrective)

- Increase enforcement of litter laws on State property

Caltrans Protects Its Financial Resources

Until recently, there wasn't a dependable and affordable method of optimizing the planning and production rate of roadway construction projects. Now, through the concerted efforts of Caltrans' Division of Research and Innovation (DRI) and UC Berkeley researchers, Construction Analysis for Pavement Rehabilitation Strategy (CA4PRS) has been developed.

CA4PRS is a software tool that provides both accuracy and efficiency in the calculation of pavement construction rates and roadway closure requirements. It has been tested on projects in California and other states, and has consistently demonstrated savings in time and money in roadway construction. Recent use of CA4PRS on the I-15 Devore project resulted in construction completion 11 months ahead of schedule, and a $6 million savings in total project costs. Another project in Southern California, the I-710 in Long Beach was opened to traffic two weekends ahead of schedule, with an estimated $4 million savings. The money saved on these two projects alone has entirely covered the cost to develop the software and all the future enhancements; and, has demonstrated the potential of greater savings if CA4PRS is used more widely in California.

Project Close-out

During the 2006-07 fiscal year, Caltrans' accounting staff implemented a plan to devote the resources needed to eliminate the backlog of project close-outs by June 2007. An agreement was reached with the Department of Finance to provide the needed resources.

The efforts of dedicated Accounting staff and the investment of the Department in their work paid off. From October 2005 through June 2007, Accounting completed 1,500 project close-outs, which resulted in the release of $128 million in unused federal authority for use on other projects.

STEWARDSHIP

Preserve and enhance California's resources and assets

Audits and Investigations Yield Savings

The completion of 413 audits and investigations that provided cost savings and increased assurance of adequate internal control to reduce risks relative to financial and operational abuse. Audit findings totaled $22 million which could be redirected for more services, goods, and/or project delivery. This total only represents the amount quantifiable and; therefore, does not include savings from deterrent measures implemented due to other audit and investigative findings.

Excess Land Disposal

During Fiscal Year 2006-07, Caltrans disposed of 360 parcels that were surplus to the our operational needs. These disposals generated revenues of $49,028,554 to the State Highway Account, which could be reallocated for other transportation projects.

The Excess Lands Disposal plan sharpened Caltrans' focus on those properties not currently in use, and enabled staff statewide to analyze our real property inventory. This effort is returning many properties to private ownership, while other properties are transferred to our local agency partners to meet their transportation, infrastructure, or other public policy needs.

Equipment: Fleet-Greening Actions

Bio-diesel Pilot

Caltrans is conducting a demonstration project in Indio to determine the feasibility of using B20 bio-diesel fuel (a blend of 20 percent non-diesel and 80 percent petroleum diesel). The bio-diesel is derived mainly from recycled cooking oil in Southern California. It is expected to reduce greenhouse gas emissions and the state's appetite for fossil fuel petroleum. Twenty Caltrans vehicles (trucks and construction equipment) in Indio are now running on B20 bio-diesel. If the results during the demonstration period are favorable, Caltrans could begin fueling up to 4,500 diesel vehicles in its fleet with B20.

Ethanol Demonstration Project

Caltrans is partnering with the California Air Resources Board (CARB) and private industry in a twelve-month demonstration program on the use of E85 fuel (a blend of 85 percent ethanol and 15 percent gasoline) in vehicles. Caltrans is operating a mix of fifty flexible fuel sedans and pick-ups with two E85 fueling sites located in Marysville and Oakland. Information gathered from the demonstration program will be used by CARB to update specifications and to evaluate and analyze vehicle emissions.

Diesel Exhaust Reduction Grant Funds

Caltrans received $1.1 million in grant funding from California air quality districts to retrofit 65 on-road diesel trucks with emission reduction devices. We have also received $1.3 million from the CARB and the United States Environmental Protection Agency (EPA) to retrofit 68 units of construction equipment with emission reduction devices.

SERVICE
Promote quality service through an excellent workforce

Areas that drive effective recruitment and hiring, support success, and retention:

- Effective Leadership
- Open Communication and Environment
- Core Values
- Recognition
- Staff Development
- Work/Life Balance
- Public Image

SERVICE - *"The new kid on the block"!*

Caltrans can achieve its mission, vision, and goals only by nurturing and sustaining its excellent workforce. The Service Goal strives to provide the tools and direction to improve the quality of the Department's products and services by developing a competent, innovative, and service-oriented workforce.

This new goal emerged for Caltrans as a result of the Goal review workshops held throughtout the state. Employees wanted a goal that was focused on recruiting, hiring, training, and supporting an outstanding workforce. To achieve this, the Department strives to be the "Work Place of Choice" (WPOC) for individuals pursuing a career in transportation. This requires constant focus on the areas of recruitment and hiring, support for success, and employee retention. The WPOC Steering Committee was formed to spearhead this effort. It has developed a program that responds to two basic questions:

- What makes people want to work for Caltrans?
- What makes employees proud to stay here?

The WPOC Steering Committee reviewed research conducted by both private and public entities, results from the 2006 Caltrans Employee Survey, and the Department's Strategic Plan. Consequently, the WPOC Steering Committee identified a number of areas that drive effective recruitment and hiring, support for success, and retention. The Steering Committee compiled a program of strategies and activities that will foster a WPOC and the following are being implemented and included under the Service Goal.

RECRUITMENT AND HIRING
- Partner with Educational Institutions
- Polish Our Image
- Recruit the Best and Promote the Best

SUPPORT FOR SUCCESS
- Focus on Leadership and Communication
- Increase Accountability
- Keep Up with Technology

RETENTION
- Engage and Involve Employees
- Pursue Pay and Benefit Parity
- Support New Employees

Once these strategies have management concurrence, the WPOC Action Plan will be integrated into the strategic and operational planning processes. The WPOC's philosophy will become an essential part of the Department's organizational culture.

OBJECTIVES

OBJECTIVES

Objectives express specific expectations an organization sets for itself in regard to achieving its goals. Each goal is accompanied by a series of objectives that contain time-bound, numerical targets for improving performance. These objectives offer a way for an organization to measure its progress toward achievement of a goal.

Section 5 and Section 6 of this document presents these quantitative performance targets. Here, however, it is explained in qualitative terms the outcome each objective is aiming to achieve.

Safety

- Reduce fatalities on California's highways.
- Ensure there are no work-related fatalities at Caltrans.
- Reduce Caltrans' work-related injuries and illnesses.

Mobility

- Reduce vehicle delays.
- Increase predictability and reliability of travel time. (To be able to travel within expected travel times.)
- Reduce congestion (by encouraging other modes of travel).

Delivery

- Reduce the cost to deliver highway projects.
- Deliver highway projects on time.
- Ensure that completed projects achieve their originally intended purpose and need. (Improve the quality of projects by ensuring they meet the original intent of the project.)
- Minimize project cost overruns.
- Improve cost estimates of projects.

Stewardship

- Improve the pavement condition of highways.
- Ensure that Caltrans is allocating its financial resources as efficiently and effectively as possible.
- Improve the maintenance of highway guardrails and striping and reduce litter.
- Ensure that highway projects meet their environmental commitments.
- Effectively manage Caltrans' inventory of properties.
- Address critical deficiencies in Caltrans facilities. (Replace or repair safety-related deficiencies and old insufficient buildings.)

Service

- Retain high-quality staff.
- Improve our timeliness and responsiveness to customers.
- Promote good communication and innovation at Caltrans.
- Ensure our customers are satisfied.
- Ensure staff is equipped with the tools and training they need to work effectively.
- Attract first-choice job candidates to Caltrans.

STRATEGIES

Strategies represent the critical link between planning and implementation: they describe how an organization is going to achieve each of its objectives. Without the identification and implementation of strategies, strategic plans are just that—plans and no action.

Caltrans has developed 99 strategies for achieving its objectives. Those strategies are presented in Section 5 of this plan.

The next section of this plan explains how strategies will be resourced and incorporated into an annual set of work activities.

JUST DO IT!

SECTION 4:
IMPLEMENTING THE STRATEGIC PLAN

STRATEGIC PLANNING PAYS OFF

INTRODUCTION

A strategic plan is only useful if it is a plan for action—used as a tool to make informed management decisions, drive budgets, and achieve organizational results.

While the current strategic planning effort is finished, the cyclical process of implementation is just beginning.

This section describes the Department's implementation of its Strategic Plan over the next five years.

DRIVING THE BUDGET PROCESS

A critical step in implementing the Strategic Plan is determining how to resource the strategies that have been selected to effect improved performance. If the strategic planning and budgeting efforts are divorced from one another, Caltrans' ability to realistically budget for the new workload that needs to be accomplished will be significantly hampered.

The strategic planning process has been integrated into the budget process through the development of an annual Operational Plan that reconciles how the existing budget will be allocated and identifies areas where resources need to be redirected or enhanced through the annual budget process.

ANNUAL OPERATIONAL PLANS

Each year, Caltrans develops an Operational Plan that delineates all of its work activities and the budget needed to resource those activities for a given fiscal year. The Strategic Plan serves as the framework for the Operational Plan—which maps each work activity back to specific goals and objectives. In addition, the groups of activities associated with strategies from the Strategic Plan, that are selected for implementation in a given fiscal year, are added to the Operational Plan as they become funded and implemented.

MONITORING PERFORMANCE

In this year's strategic planning effort, the strategies have been prioritized for implementation in FY 2007-08 through FY 2011-12. The resource needs of these strategies are currently being assessed as part of the budget development process.

Together, the Operational Plan and activities associated with selected strategies from the Strategic Plan for a given year comprise the activities that need to be considered for budgeting purposes. This analysis drives the organization's budget development process.

MONITORING PERFORMANCE

As strategies are assigned resources and implementation schedules, Caltrans will also be monitoring performance—to evaluate whether these strategies are having the impact on operations that were intended.

The performance data reflected in each of the 26 objectives will be collected throughout the year and reviewed to determine whether the Department is, in fact, headed in the right direction—toward achieving its established objectives and goals.

At the end of each fiscal year, current performance will be examined against the targets that have been established in each objective to assess progress. This annual review will enable us to make adjustments to refine the strategies, determine which strategic activities should be added to the operational plan, and revise interim benchmarks for achieving objectives and make resource adjustments.

This cycle reflects true performance management—operating Caltrans proactively by using the strategic vision, valuable data, and effective strategies to become the high-performing organization it wants to be—that it knows it can be.

HOW IT ALL FITS TOGETHER

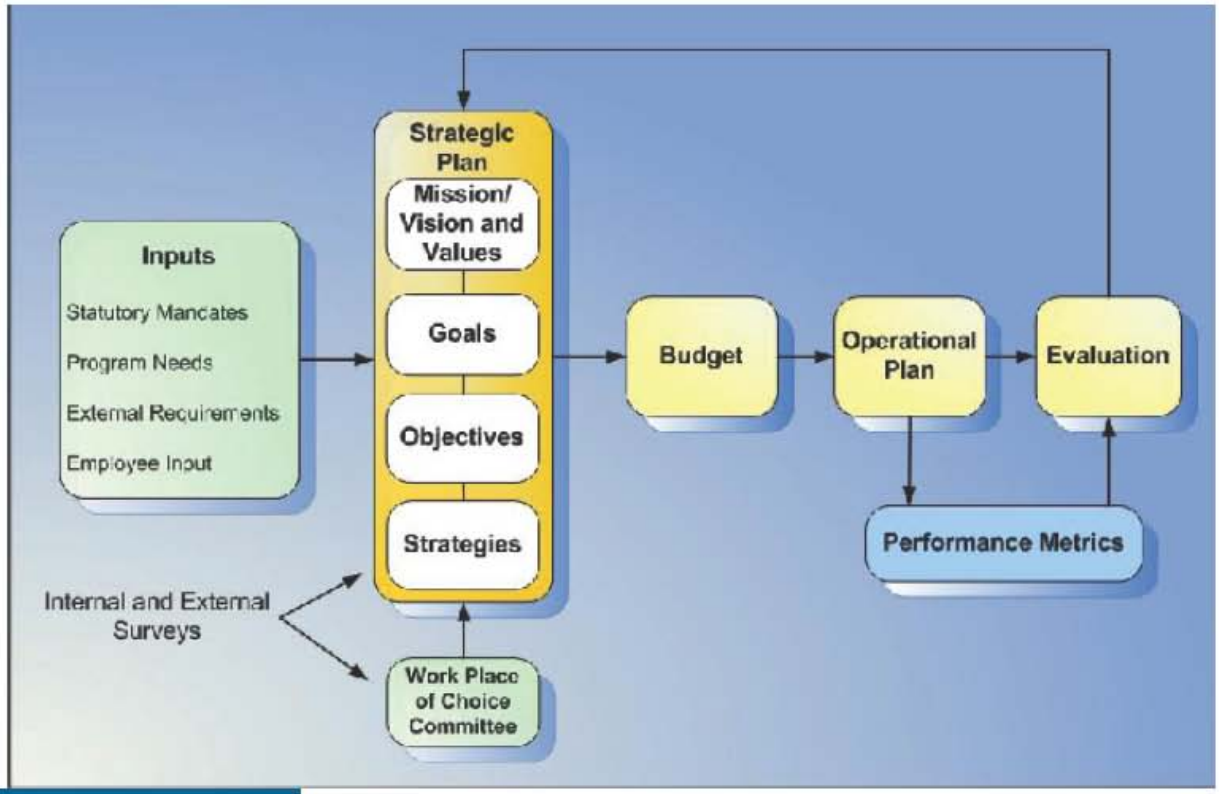
Inputs: Caltrans first gathers the required inputs - Statutory Mandates, Program Needs, External Requirements, Input from employees, results from the Internal and External Surveys and recommendations from the Workplace of Choice Committee.

Five-Year Strategic Plan: The Department then creates the Five-Year Strategic Plan, consisting of the Department's mission/vision, values, goals, objectives, and strategies. The Strategic Plan must be implemented through the annual budget process and funding for strategic activities weighed against resources needs for ongoing, operational activities.

Budget: During the budget phase, the divisions determine the resources used for each operational activity and enter that data into the Operational Plan Template, which creates the baseline for the Annual Operational Plan. The divisions also determine resource needs for any new activities coming from the Strategic Plan.

Annual Operational Plan: Once these results have been consolidated, the Department will have a completed annual Operational Plan.

Performance Metrics and Evaluation: Performance metrics/ measures are created and monitored to evaluate how well the annual objectives are being achieved.



SECTION 5
Goals, Objectives, Strategies, and Performance Measures

Caltrans has adotped the following objectives to reach its Safety Goal:

Objective 1.1

By 2008, reduce the fatality rate on the California state highway system to 1.00/100mvmt and continuously reduce annually thereafter toward a goal of the lowest rate in the nation.

Strategies:

1.1.1 Conduct public awareness campaigns in coordination with partners to improve driver behavior.

Objective 1.2:

Each year, ensure zero work-related fatalities.

Strategies:

1.2.1 Implement statewide accident review/prevention committee that shares prevention strategies.

1.2.2 Reduce worker exposure and increase worker visibility by promoting greater use of low-to-no maintenance design.

1.2.3 Ensure that safety training and safety discussions are more strategic, relevant, and effective for non-field and field staff and contractors.

1.2.4 Reduce worker exposure through improved traffic control in work zones.

1.2.5 Use latest technology to enhance work zone safety.

1.2.6 Lead a multi-organizational initiative to improve driver behavior within work zones.

1.2.7 Validate staffing needs as stated in Chapter 8 of the Safety and Manual and update guidance and resource accordingly.

Caltrans' Workers' Memorial

Performance Measures:

PM 1.3A Number of work-related injuries and illnesses in previous 12 months per 200,000 employee hours

Objective 1.3:

By 2012, reduce the work related injury and illness incident rate for transportation workers by 25%.

Strategies:

1.3.1 Improve the process for timely acquisition of innovative and proprietary fire, life, and safety products.

1.3.2 Identify and analyze the most prominent work injuries and illnesses and identify activities that address their causes.

1.3.3 Promote better communication between Project Development Teams and Maintenance forces to assure projects are designed and constructed that contribute to minimizing worker exposure to traffic hazards.

In order to achieve its Mobility Goal, Caltrans has adopted the following objectives:

Objective 2.1:
By 2012, reduce daily vehicle hours of delay by 30,000 hours throughout the transportation system.

Strategies:

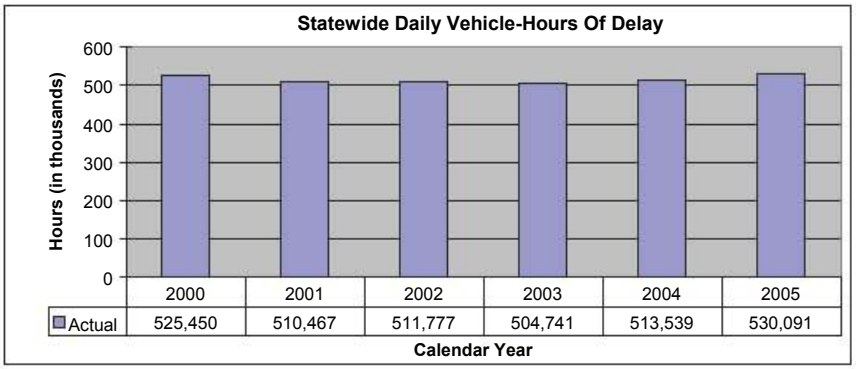
2.1.1 Improve incident management.

2.1.2 Fully develop and implement comprehensive corridor management planning.

2.1.3 Increase efficiencies within the State's transportation system through comprehensive implementation of the Mobility Pyramid strategies.

2.1.4 Improve delivery of travel information.

2.1.5 Work closely with local jurisdictions on land use issues to reduce travel demand.



Source: 2005 State Highway Congestion Monitoring Program (HICOMP) Report.

Objective 2.2: By 2012, increase reliability by 10% throughout the transportation system.

Strategies:

2.2.1 Improve incident management.

2.2.2 Manage construction and maintenance lane closures to minimize traveler delay and project cost while maximizing project quality, performance, and safety.

2.2.3 Establish baseline performance data for the transportation system through full implementation of PeMS, field elements, reliable detection, communications system, and new technology.

2.2.4 Improve delivery of travel information.

MOBILITY

Maximize transportation system performance and accessibility

Performance Measures:

PM2.3A Volume of intercity rail ridership (Pacific Surfliner, San Joaquin, and Capitol Corridors).

PM2.4A Percent of single-occupant vehicles as compared to the total commute trips.

Objective 2.3: By 2012, increase intercity-rail ridership by 28% on the state-supported routes.

Strategies:

2.3.1 Develop and enhance public/private partnerships to support rail ridership.

2.3.2 Increase marketing and public education to increase intercity ridership.

2.3.3 Increase access through safe and secure parking, by connectivity, and by improved land use near stations.

2.3.4 Increase reliability of the intercity rail service.

2.3.5 Maintain and extend existing routes (including additional frequencies), develop new routes, and close gaps in the intercity rail system.

Objective 2.4: By 2012, reduce single occupancy vehicle commute trips by 5%.

Strategies:

2.4.1 Work closely with local jurisdictions on land use issues to promote mode shift.

2.4.2 Partner with stakeholders and region on implementing Transportation Demand Management strategies.

2.4.3 Establish baseline performance data for vehicle occupancy.

2.4.4 Improve interconnectivity between modes.

2.4.5 Complete California's HOV system.

2.4.6 Partner with transit and rail authorities making transit options more useful, inviting, and less difficult to use.

2.4.7 Increase support for non-motorized and promotion/ incentives for use of other alternate means of transportation.

2.4.8 Assess the need for a Park and Ride Lot Program.

DELIVERY

Efficiently deliver quality transpotation projects and services

Performance Measures:

PM3.1A Support Costs to Capital Costs (COS/Capital ratio)

PM3.1B Percent Overhead Cost.

PM3.2A Project Approval and Environmental Document (PA/ED) percent delivery of planned milestones met on Capital Projects.

PM3.2B Right of Way Certification (RWC) percent delivery of planned milestones met on Capital Project.

PM3.2C Ready to List (RTL) percent delivery of planned milestones met on Capital Projects.

PM3.2D Contruction Contract Acceptance (CCA) percent delivery of planned milestones met on Capital Projects.

PM3.3A Percent of Caltrans' projects that met their approved purpose and need at project completion.

In order to achieve its Delivery Goal, Caltrans has adopted the following objectives:

Objective 3.1: By 2012, impact the overall cost to deliver capital projects by:

1. **Reducing the Support to Capital Ratio to 32% or lower**
2. **Reducing the Overhead Cost to 13%**

Strategies:

3.1.1 Develop and implement a Lessons Learned Program.

3.1.2 Define project scope early and clearly.

3.1.3 Streamline project approval process.

3.1.4 Develop an improved charging process.

3.1.5 Fully implement task management.

Objective 3.2: Each fiscal year, meet 100% of project delivery milestones.

Strategies:

3.2.1 Establish realistic project schedule and resource it appropriately.

Objective 3.3: By 2012, ensure 100% of projects meet their approved purpose and need at project completion.

Strategies:

3.3.1 Clearly define project purpose and need in all project approval documents.

3.3.2 Ensure earlier management involvement and decision making on projects.

3.3.3 Effectively engage stakeholders from scoping through completion of project.

DELIVERY

Efficiently deliver quality transpotation projects and services

Performance Measures:

PM3.4A Total construction costs at Proposed Final Estimate (PFE) as a percentage of total original contract allotment.

PM3.5A Percent difference between the total of the low bids compared to the total of the engineers' estimates.

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PM3.5B Percent of projects with low bid within +/- 10% of Engineer's Estimate. (Goal: >50%) (On State administered contracts only)

Objective 3.4: Each year, ensure that the total construction costs of projects do not exceed 100% of their total original allotment.

Strategies:

3.4.1 Improve risk management and implement from project initiation document (PID) phase to construction contract acceptance (CCA).

3.4.2 Reduce third-party conflicts during the construction phase.

3.4.3 Develop a "look back" process that takes a percentage of projects and, after those projects are closed out, examines the entire project from PSR forward to improve future delivery.

Objective 3.5: Each year, keep the total of all low bids within +/- 5% of the total of all engineers' estimates.

Strategies:

3.5.1 Implement an outreach campaign to share upcoming construction contracts and pertinent project information.

3.5.2 Ensure constructability reviews occur in a timely, continuous, and effective manner, and include verification of cost estimates.

3.5.3 Develop and implement processes and tools to assist in producing quality cost estimates.

STEWARDSHIP

Preserve and enhance California's resources and assets

Performance Measures:

PM4.1A Pavement condition – percent and number of distressed lane miles.

In order to achieve its Stewardship Goal, Caltrans has adopted the following objectives:

Objective 4.1: By 2012, ensure that distressed pavement does not exceed 30% of the system's lane miles.

Strategies:

4.1.1 Fully implement the pavement management system.

4.1.2 Increase the Maintenance Program's capacity to perform more pavement preservation work.

4.1.3 Use innovations that improve the quality and durability of pavements.

Objective 4.2: Each year, ensure that 100% of Caltrans' financial resources are available when and where needed.

Strategies:

4.2.1 Streamline the procurement approval process.

4.2.2 Pursue legislation to allow multi-year budgeting for Caltrans.

4.2.3 Improve accounting and budget tools to better predict where resources are available and needed.

4.2.4 Work with the Legislature to allow temporary increases in contracting out.

4.2.5 Implement performance-based asset management decision-making.

4.2.6 Pursue incentives for efficient spending and management of allocations.

4.2.7 Work with the Administration, Legislature, and stakeholders to develop stable and reliable transportation revenue sources to meet the expanded needs of the state.

4.2.8 Develop improved flexibility of financial resources through simplified and flexible fund sources.

4.2.9 Pursue effective lifecycle planning.

STEWARDSHIP

Preserve and enhance California's resources and assets

Performance Measures:

PM4.3A-C Statewide average for Maintenance Level of Service in the areas of:

- *Litter and Debris*
- *Striping*
- *Guardraill*

PM4.4A Percent of projects that have updated environmental commitment records and a Certificate of Environmental Compliance at project close-out.

PM4.4B Percentage of projects that have an Enviromental Certification, including an updated Environmental Committements Record, at the ready-to-list (RTL) milestone.

Objective 4.3: By 2012, increase Maintenance level of service (LOS) scores to:

- **80 in Litter and Debris;**
- **95 in Striping;**
- **95 in Guardrail.**

Strategies:

4.3.1 Improve the process of incorporating higher-performance, lower-maintenance guardrail systems into projects.

4.3.2 Resource Maintenance based on inventory and workload in order to meet Maintenance levels of service.

4.3.3 Research, procure, and utilize more durable materials for striping.

4.3.4 Develop a comprehensive anti-litter campaign.

Objective 4.4: Each year, ensure environmental commitments are documented and implemented on 100% of projects.

Strategies:

4.4.1 Implement long-term planning of the management of mitigation properties as part of Caltrans' stewardship responsibility.

4.4.2 Initiate a collaborative effort to standardize GIS practices throughout the State.

4.4.3 Create and populate the STEVE database and tracking tool. Create standard operating procedures for using STEVE.

4.4.4 Better define environmental commitments through more formal agreements and MOUs with regulatory agencies.

4.4.5 Continue to develop and implement the LD/IGR statewide work plan designed to engage private and public stakeholders to ensure mitigation strategies are implemented.

4.4.6 Develop flexible funding for environmental commitments.

STEWARDSHIP

Preserve and enhance California's resources and assets

Performance Measures:

PM4.5A Percent of parcels identified as excess and disposed of.

PM 4.6A Percent of office facilities with critical infrastructure deficiencies identified and corrected.

Objective 4.5: Each year, dispose of 100% of the parcels identified as excess in the annual Real Property Retention Review.

Strategies:

4.5.1 Remove mitigation sites from "excess" inventory (must hold to fulfill environmental obligations) and create a new property category.

4.5.2 Streamline the process to identify and dispose of both current and future excess parcels.

Objective 4.6: Identify all critical infrastructure deficiencies for facilities by 2010 and remediate 25% of the deficiencies by 2012.

Strategies:

4.6.1 Work with Department of General Services to improve processes related to identifying, assessing, and addressing office facilities and infrastructure problems.

4.6.2 Pursue additional funding for remediation of critical infrastructure deficiencies.

4.6.3 Develop a comprehensive multi-year plan for addressing the infrastructure issues of non-office facilities.

SERVICE

Promote quality service through an excellent workforce

Performance Measures:

PM5.1A Employee attrition rate.

PM5.2A Percent compliance with response times and scheduled milestones for Local Assistance, oversight, and permits

PM5.3A Percent of Caltrans employees that agree or strongly agree that employees are encouraged to try new ideas and new ways of doing things to improve Caltrans.

In order to achieve its Service Goal, Caltrans adopted the following Objectives:

Objective 5.1: Each year, ensure that the attrition rate at Caltrans does not exceed 4%.

Strategies:

5.1.1 Create a greater sense of community in the atmosphere at Caltrans.

5.1.2 Implement effective succession planning to meet the Department's long term needs.

5.1.3 Pursue pay and benefit parity for all employees.

5.1.4 Improve and standardize data collection and analysis for improving employee retention. (Instruments include exit interviews and employee surveys.)

Objective 5.2: Each year, ensure 100% compliance with response times and scheduled milestones for Local Assistance, oversight, and permits, as negotiated with our local partners and other submitting entities.

Strategies:

5.2.1 Establish and document realistic schedules and expectations with stakeholders.

5.2.2 Assess and define appropriate resourcing to comply with mandates and directives from outside agencies regarding meeting milestones with local partners and customers.

5.2.3 Proactively monitor upcoming deadlines and commitments by utilizing a project management tool that enables Caltrans to comply with established response times and milestones.

Objective 5.3: By 2012, increase by 15% the number of Caltrans employees who agree or strongly agree that employees are encouraged to try new ideas and new ways of doing things to improve Caltrans.

Strategies:

5.3.1 Develop, implement, and market an innovation program.

5.3.2 Promote new ways of doing business through partnerships.

SERVICE

Promote quality service through an excellent workforce

Performance Measures:

PM5.4A Percent of respondents that said Caltrans was doing a good or excellent job.

PM5.4B Percent of respondents who said Caltrans was doing a good or excellent job in fullfilling its mission of improving mobiltiy throughout California.

PM5.4C Percent of respondents who said that "over the last two years, Caltrans has improved, gotten worse, or stayed about the same.

PM5.5A Percent of Caltrans employees who agree or strongly agree that the training they have received at Caltrans has adequately prepared them for the work they do.

PM5.6A Percent of Caltrans employees that rate Caltrans management as good or very good at being open and honest in communications with employees.

Objective 5.4: By 2011, increase by 15% the number of external stakeholders who are satisfied with Caltrans services.

Strategies:

5.4.1 Develop and implement staff training on proactive partnership and customer service.

5.4.2 Develop and implement an organizational approach to community involvement where Caltrans' mission has a nexus with partners' missions.

5.4.3 Develop and implement a media campaign and community involvement outreach effort that helps to reinforce and enhance Caltrans' positive public image.

5.4.4 Effectively integrate stakeholders early and often into Caltrans' decision making processes.

5.4.5 Solicit feedback from external customers on a product-by-product and service-by-service basis for lessons learned and develop a process for sharing those lessons across the organization.

Objective 5.5: By 2012, increase by 5% the number of Caltrans employees who agree or strongly agree that the training they have received at Caltrans has adequately prepared them for the work they do.

Strategies:

5.5.1 Provide a stronger link between the Individual Development Process (IDP) and the training provided.

5.5.2 Provide "new employee" support and training.

5.5.3 Implement a robust training program for current employees.

Objective 5.6: Increase the number of Caltrans employees who rate Caltrans management as good or very good at being open and honest in communications with employees, by 15% in 2008, 30% in 2010, and 50% in 2012. (From baseline.)

Strategies:

5.6.1 Develop and implement effective methods of communication up and down the organization.

Objective 5.7: By 2012, increase by 15% or more of Caltrans employees agree or strongly agree that they are satisfied with the availability of the tools necessary to do their job.

Strategies:

5.7.1 Develop a standardized process to quickly acquire new tools (products and services) necessary to do the job.

5.7.2 Pursue increased project approval and procurement delegations.

5.7.3 Establish, maintain, and fund a replacement schedule for equipment (including vehicles, computers, office furniture etc.).

Objective 5.8: By 2012, increase by 20% the number of first-choice candidates that accept the Department's entry-level job offers.

Strategies:

5.8.1 Improve the efficiency and effectiveness of the employee selection process.

5.8.2 Strengthen our recruitment program.

5.8.3 Pursue pay and benefit parity for all employees.

Performance Measures:

PM5.7A Percent of Caltrans employees that agree or strongly agree that they are satisfied with the availability of the tools necessary to do their job.

PM5.8A Percent of first-choice candidates who accept the Department's entry-level job offers.

SECTION 6:
Performance Measures - Baseline Data For Benchmarking And Target Setting

Baseline Data And Historical Trends

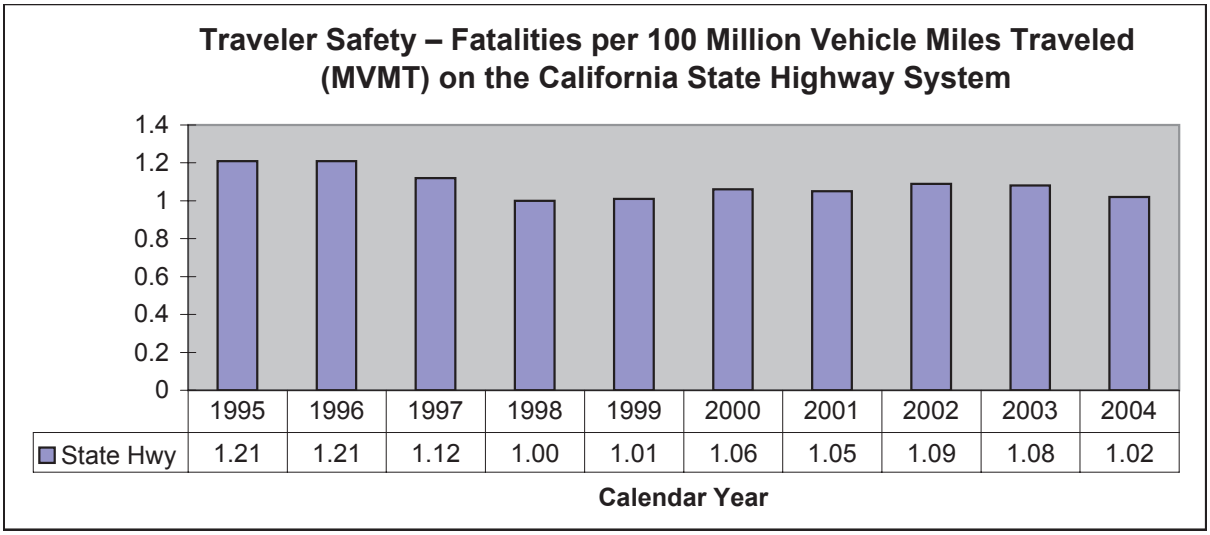
Data for various performance measures were collected from various sources, both from within and outside of Caltrans. The data sets were selected based on their applicability to Caltrans' Strategic Plan Goals and they were used to assist the efforts of developing Strategic Plan Objectives. The data sets are presented in the following charts to provide graphical depiction of the various performance measures and to propose baselines upon which to set the targets for the measures. Where data is available for more than one measurement cycle, the data points are presented as a series of vertical bars to show the historical trends of the specific measures.

These charts were provided to the Strategic Planning Work Group during the development of Strategic Plan Objectives. The charts were used by the Work Group to gauge the trends of the specific measures and to assist the group's efforts in setting the targets for the various Objectives. For some of the performance measures that were previously reported to the Business, Transportation and Housing Agency (BTH), the "benchmark" and the "target" as reported for the applicable measure were provided as additional information for consideration by the Work Group. It should be noted that the terminology of "benchmark" as reported to the BTH was loosely used to refer to the baseline in most cases.

For the purpose of setting the objectives and the targets for the Strategic Plan, the baseline for each performance measure was established with the most current data (the latest year or fiscal year) as depicted in the charts. The only exception to this general rule is the baseline for the Worker Incident Rate (see chart under Objective 1.3). The 2004 data was selected as the baseline for the Worker Incident Rate based on the input from the Office of Health and Safety Services, and for consistency and continuity with the original target as previously reported to the BTH. The basis of this exception is further explained in the footnotes below the chart for Worker Incident Rate.

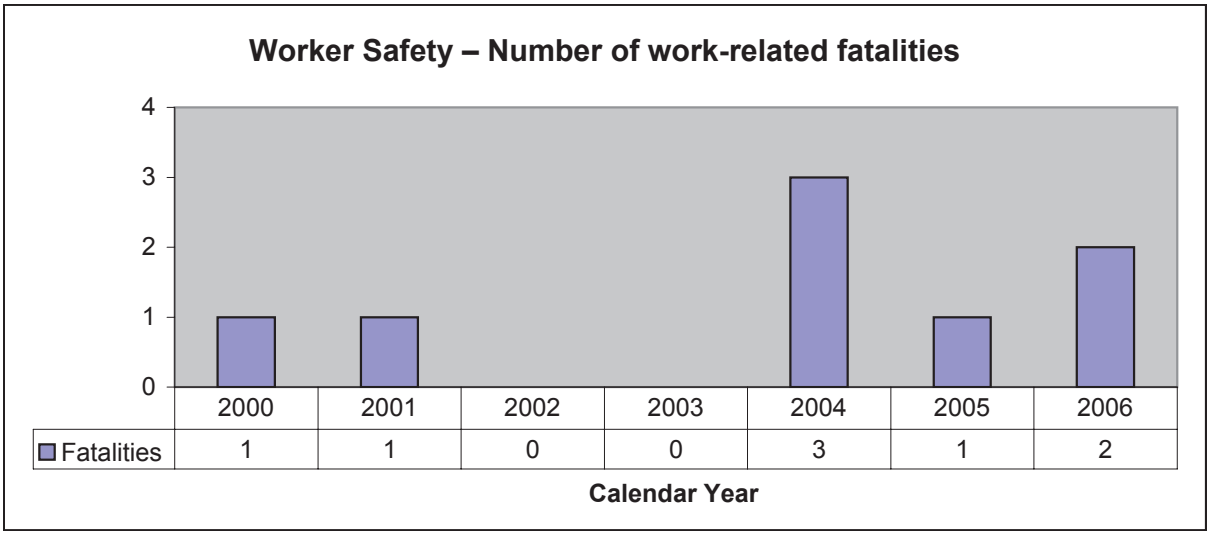
Safety Goal – *Provide the safest transportation system in the nation for users and workers*

Objective 1.1



Notes: 1. As previously reported to BTH,, Benchmark = 1.27; Target = 1.00.
2. The national goal is to reduce the fatality rate to 1.00/100 mvmt by 2008.
3. Strategic Plan baseline (2004 data) = 1.02.

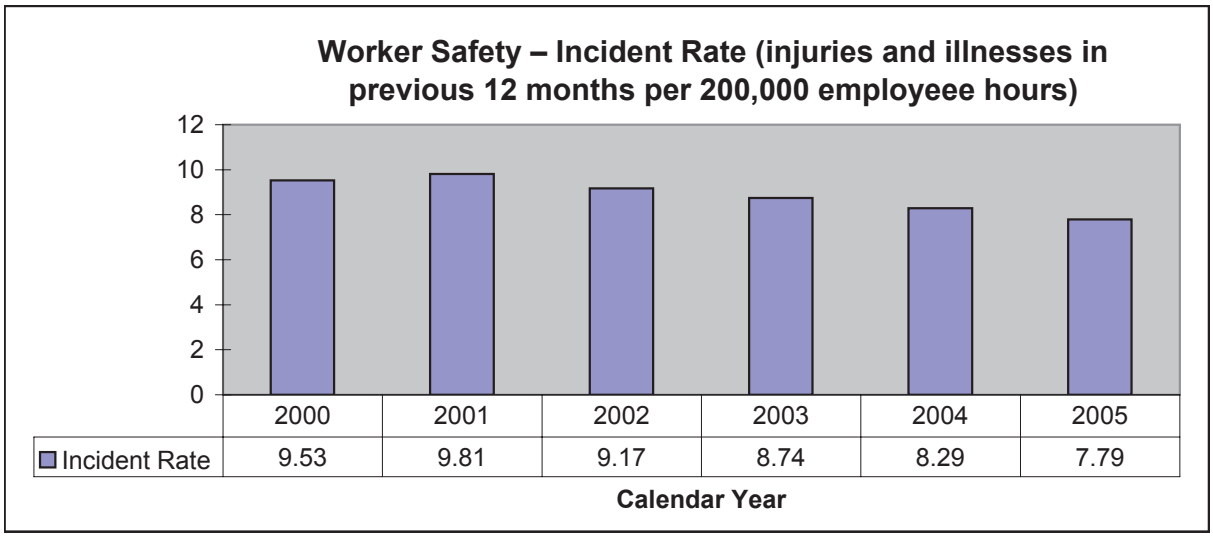
Objective 1.2



Notes: 1. As previously reported to BTH, Benchmark = 3; Target = 0.
2. Strategic Plan baseline (2006 data) = 2.

Safety Goal – *Provide the safest transportation system in the nation for users and workers*

Objective 1.3



Notes:
1. As previously reported to BTH, Benchmark = 8.12; Target = 7.31.
2. Incident Rate (IR) has been previously reported to BTH on a quarterly basis since 2005. The IR for 2004 was originally reported as 8.12, which was used as a baseline to set a target. The 2008 target IR previously reported to BTH is a 10% reduction from the baseline of 8.12, which is to be achieved by 12/31/2008.
3. Incident rate is subject to being updated to reflect late reporting of incidents from the field. Employees may seek medical attention weeks or sometimes months after the initial exposure to an incident that didn't require immediate medical attention. The 2004 IR has since been updated to 8.29 and it is now less susceptible to changes than the more recent IR figure for 2005.
4. Based on consultation with the Office of Health and Safety Services, and for consistency and continuity with the original target set for 2008 (as previously reported to BTH), the 2012 target identified in the Strategic Plan is based on 25% reduction from the baseline IR in 2004 (with an updated 2004 figure of 8.29).

Mobility Goal – *Maximize transportation system performance and accessibility*

Objective 2.1

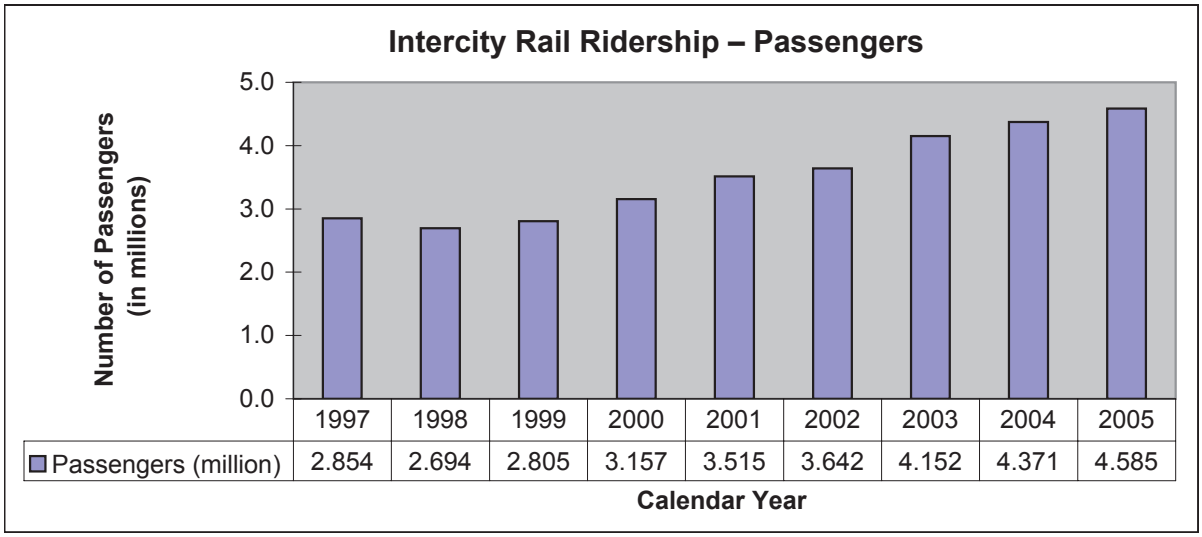
Average daily vehicle hours of delay (dvhd): Per the Governor's Strategic Growth Plan (SGP), the SGP targets a significant decrease in traffic congestion below today's levels. This will occur even while accommodating growth in population and the economy over the decade. Over the next ten years, daily congestion (measured by daily hours of delay) is projected to increase 35% from 558,143 hours in 2005 to 753,000 hours in 2016 based on current trends. With the SGP, congestion levels are estimated to be 454,000 hours daily in 2016, a reduction of more than 100,000 hours (18.7%) below today's levels.

Objective 2.2

Percent variation from a predicted travel time (with reliable real-time detection).

Status: Data not yet available.

Objective 2.3



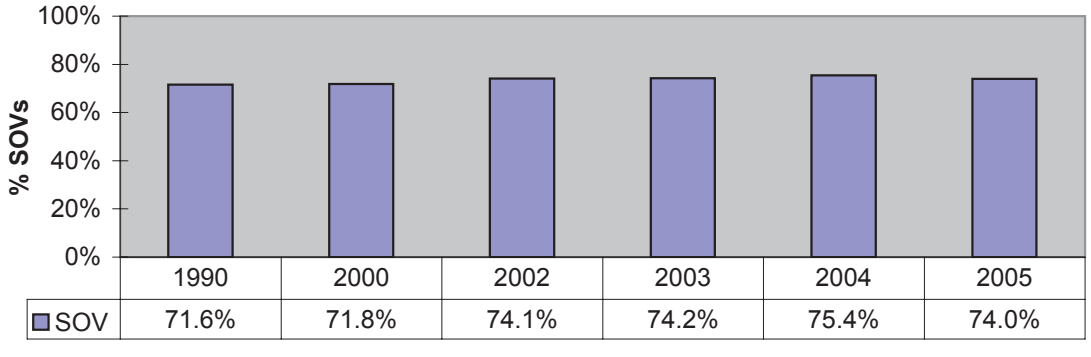
	1997	1998	1999	2000	2001	2002	2003	2004	2005
Passengers (million)	2.854	2.694	2.805	3.157	3.515	3.642	4.152	4.371	4.585

Notes: 1. As previously reported to BTH, Benchmark = actual ridership in prior year; Target is based on annual Corridor Business Plans (approximately 5% over the actual ridership in prior year).
2. Strategic Plan baseline (2005 data) = 4.585 million.

Mobility Goal – *Maximize transportation system performance and accessibility*

Objective 2.4

Percent of Single Occupancy Vehicles (SOVs) as compared to the total commute trips in California



	1990	2000	2002	2003	2004	2005
SOV	71.6%	71.8%	74.1%	74.2%	75.4%	74.0%

Survey Year

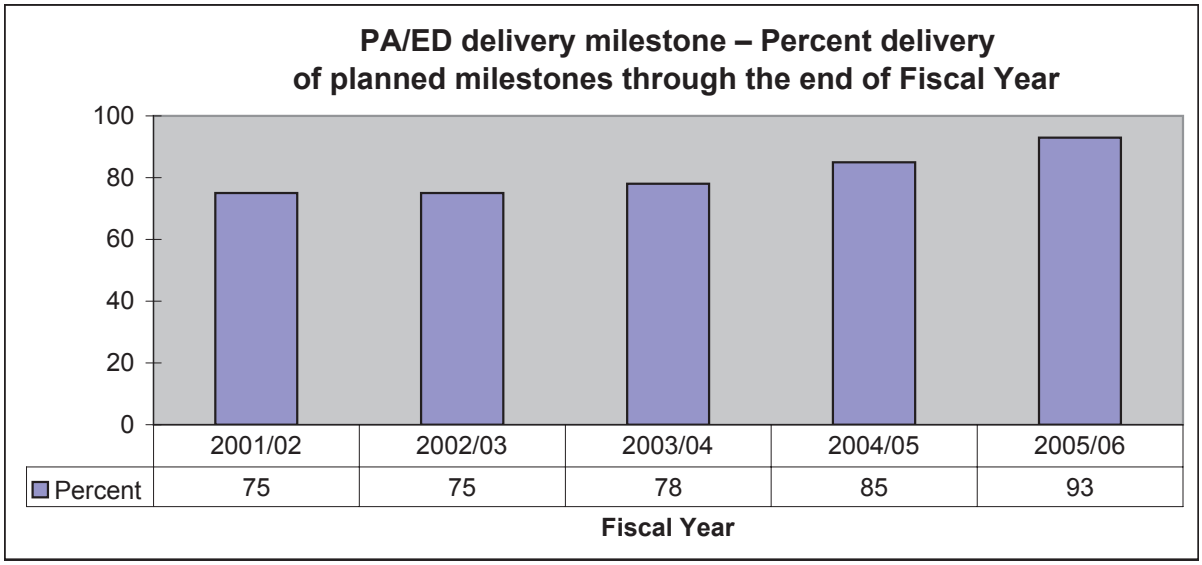
Notes:
1. Commute trips include SOV, carpool, public transit, walked, other means, and worked at home.
2. Figures for 1990 and 2000 are based on the 1990 and 2000 Census, respectively. Other figures are based on the American Community Survey for 2002-2005, respectively.
3. Strategic Plan baseline (2005 data) = 74.0%.

Delivery Goal – *Efficiently deliver quality transportation projects and services*

Objective 3.1

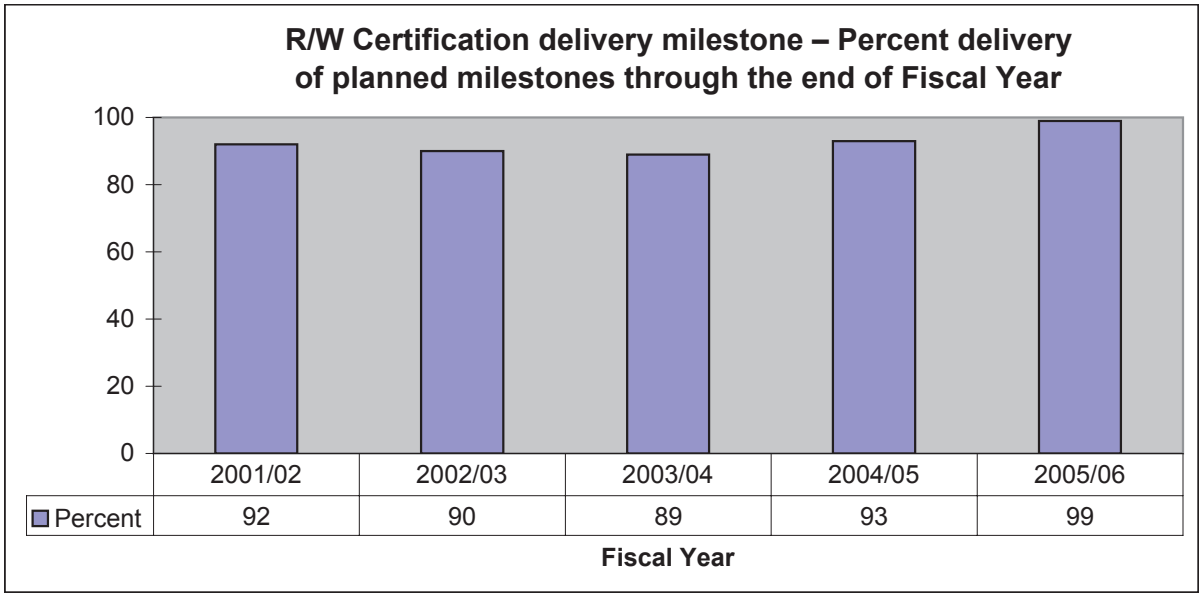
The Capital Outlay Support Costs to Capital Costs ratio was set by the Department at 32%.

Objective 3.2 (PM 3.2a: Project Approval and Environmental Document [PA/ED]).



Notes: 1. As previously reported to BTH, Benchmark = 90%; Target = 90%.
2. Strategic Plan baseline (2005/06 data) = 93%.

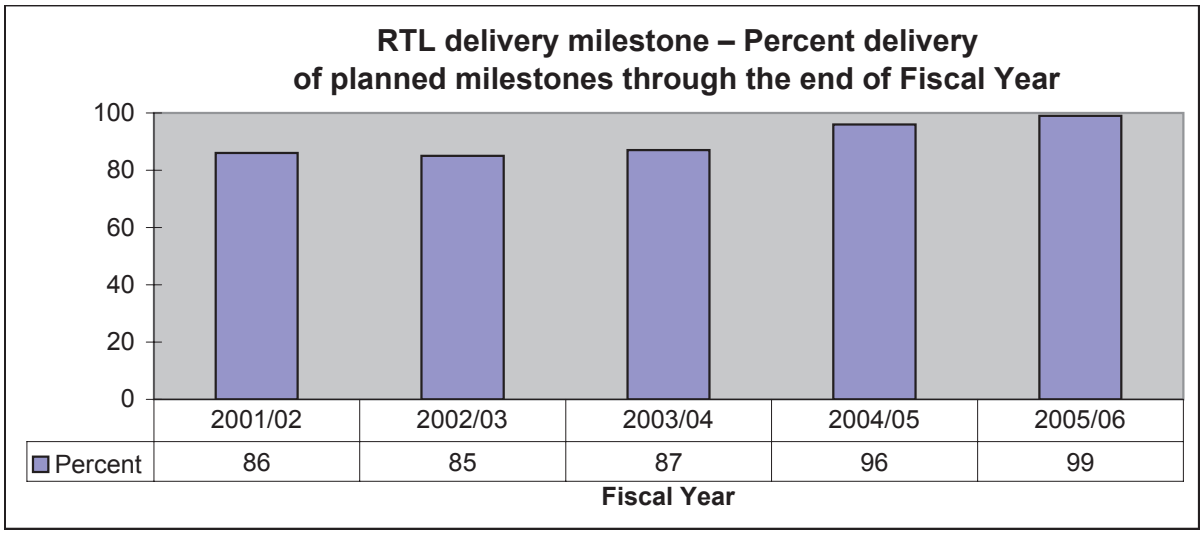
Objective 3.2 (PM 3.2b: Right of Way [R/W] Certification).



Notes: 1. As previously reported to BTH, Benchmark = 90%; Target = 90%.
2. Strategic Plan baseline (2005/06 data) = 99%.

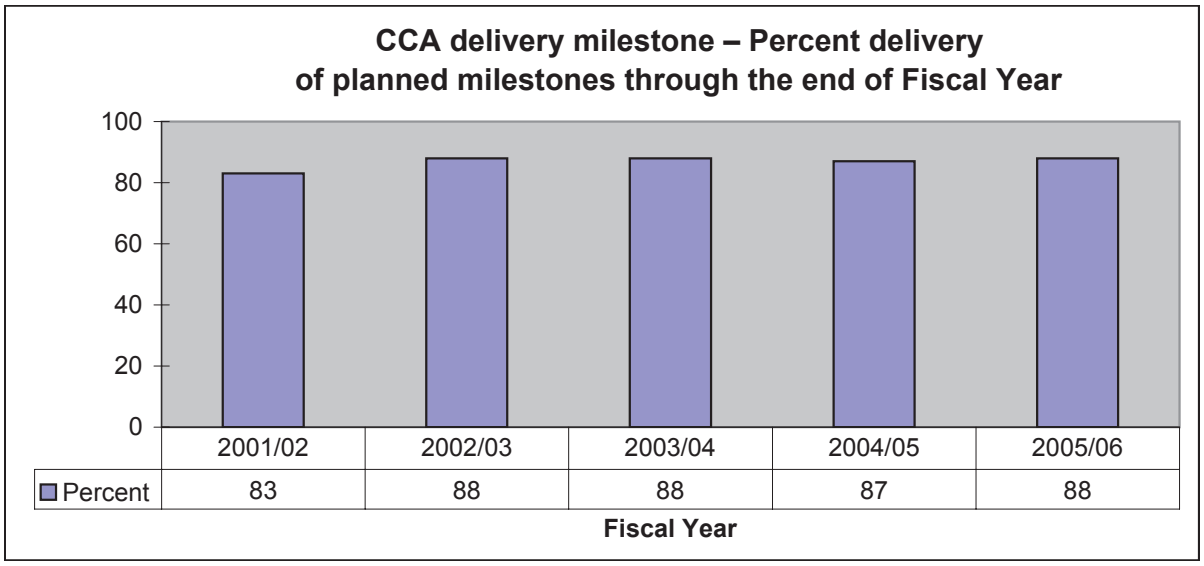
Delivery Goal – *Efficiently deliver quality transportation projects and services*

Objective 3.2 (PM 3.2c: Ready To List [RTL] milestone).



Notes: 1. As previously reported to BTH, Benchmark = 90%; Target = 90%.
2. Strategic Plan baseline (2005/06 data) = 99%.

Objective 3.2 (PM 3.2d: Construction Contract Acceptance [CCA]).



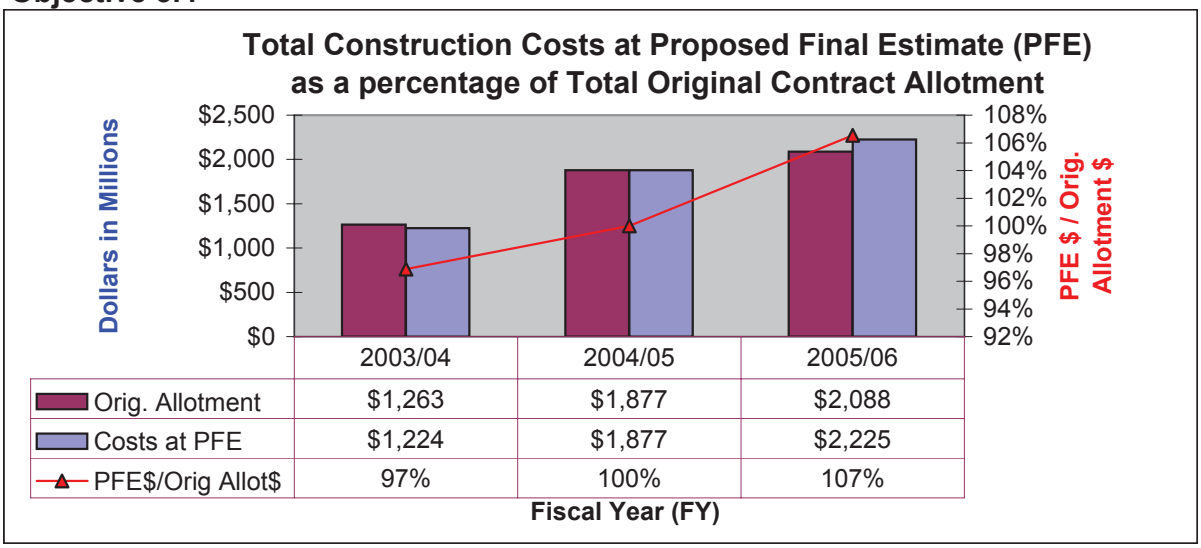
Notes: 1. As previously reported to BTH, Benchmark = 90%; Target = 90%.
2. Strategic Plan baseline (2005/06 data) = 88%.

Objective 3.3
Percent of projects that meet their approved purpose and need at project completion.

Status: Need to develop process to collect data.

Delivery Goal – *Efficiently deliver quality transportation projects and services*

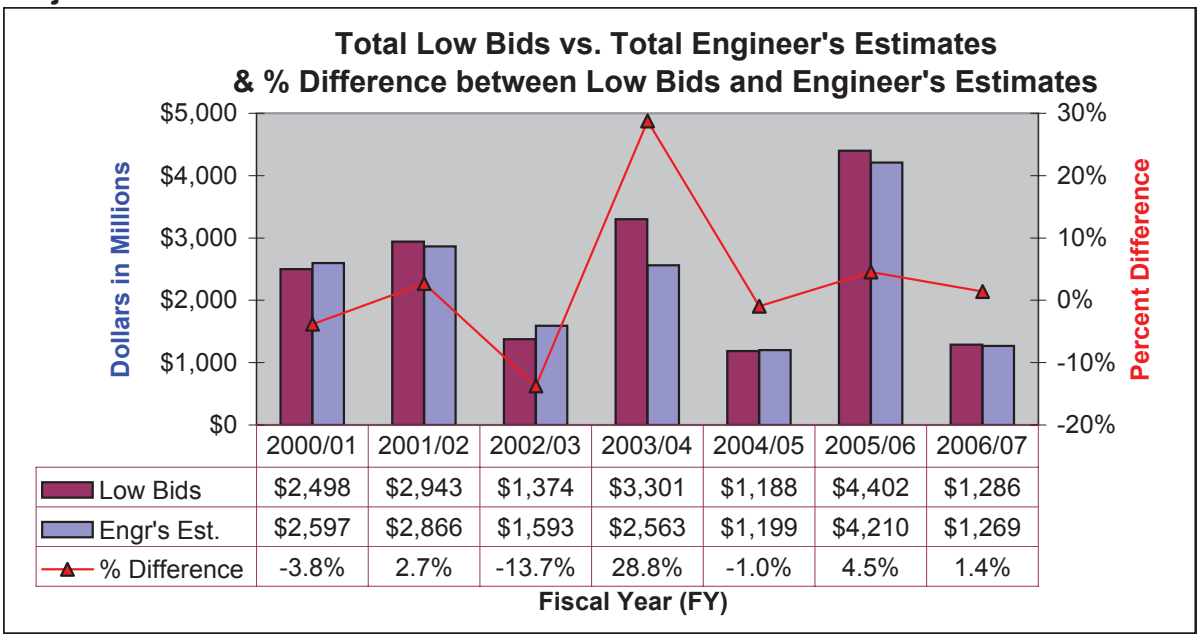
Objective 3.4



	2003/04	2004/05	2005/06
Orig. Allotment	$1,263	$1,877	$2,088
Costs at PFE	$1,224	$1,877	$2,225
PFE$/Orig Allot$	97%	100%	107%

Notes: 1. Fiscal Year is based on the year of the PFE, not the original allotment year.
2. Original allotment = the bid amount + contingency + state furnished material + supplemental funds.
3. Strategic Plan baseline (2005/06 data) = 107%.

Objective 3.5

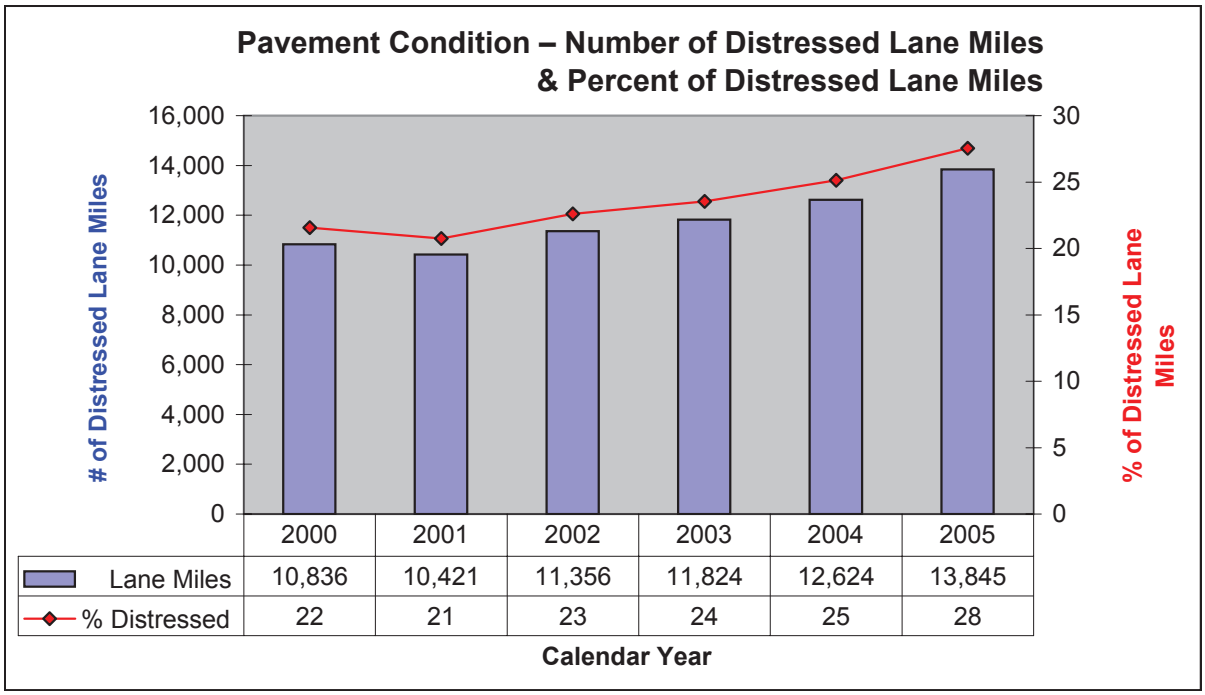


	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07
Low Bids	$2,498	$2,943	$1,374	$3,301	$1,188	$4,402	$1,286
Engr's Est.	$2,597	$2,866	$1,593	$2,563	$1,199	$4,210	$1,269
% Difference	-3.8%	2.7%	-13.7%	28.8%	-1.0%	4.5%	1.4%

Notes: 1. Include all bid opened projects. Some projects may bid opened more than once.
2. Projects with no bids received (zero bidder) are excluded.
3. FY 2006/07 figures represent the first two quarters only (through 12/31/06).
4. Strategic Plan baseline (2005/06 data) = 4.5%.

Stewardship Goal – *Preserve and enhance California's resources and assets*

Objective 4.1



Notes: 1. As previously reported to BTH, Benchmark = 11,820; Target = 11,800.
2. Strategic Plan baseline (2005 data) = 28%.

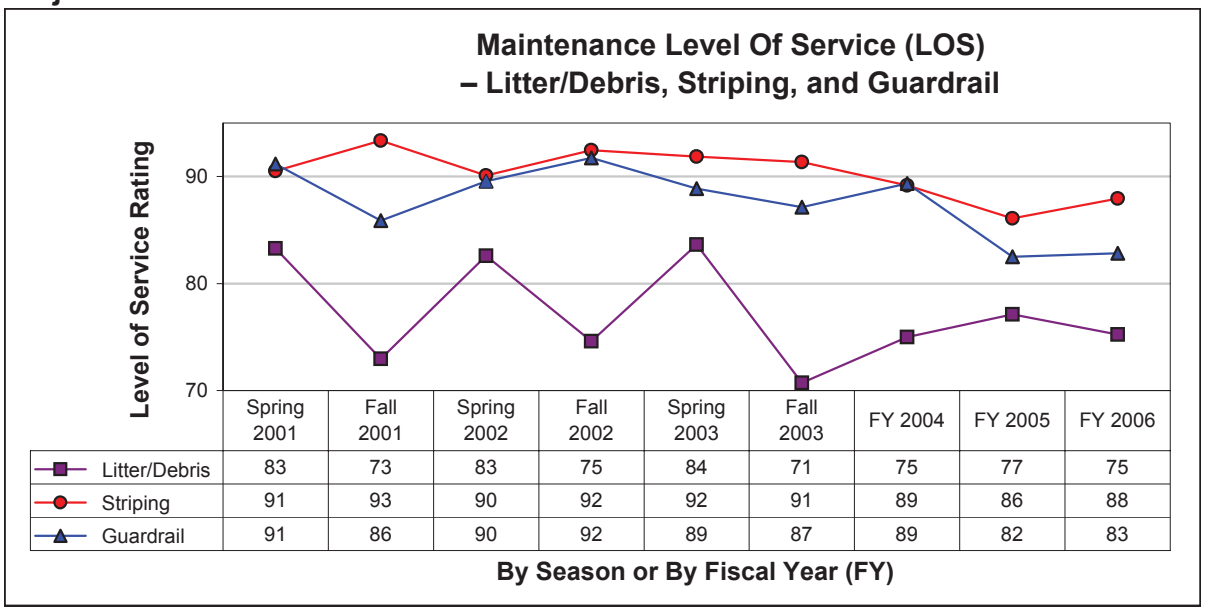
Objective 4.2

Each year, ensure that 100% of Caltrans' financial resources are available when and where needed.

Status: During the development of the Strategic Plan Objectives, the Department was still trying to define and develop appropriate performance measures that relate to its financial resources. Hence, data collection for measures under this Objective was not in place.

Stewardship Goal – *Preserve and enhance California's resources and assets*

Objective 4.3



	Spring 2001	Fall 2001	Spring 2002	Fall 2002	Spring 2003	Fall 2003	FY 2004	FY 2005	FY 2006
Litter/Debris	83	73	83	75	84	71	75	77	75
Striping	91	93	90	92	92	91	89	86	88
Guardrail	91	86	90	92	89	87	89	82	83

Note: Strategic Plan baseline (2006 data), Litter/Debris LOS = 75; Striping LOS = 88; Guardrail LOS = 83.

Objective 4.4

Percentage of projects that have an updated Environmental Commitments Records and a Certificate of Environmental Compliance at project close out.

Status: Data not yet available.

Objective 4.5

Each year, dispose of 100% of the parcels identified as excess in the annual Real Property Retention Review.

Status: The Department has set the target to dispose of all parcels identified as excess in each year's Real Property Retention Review.

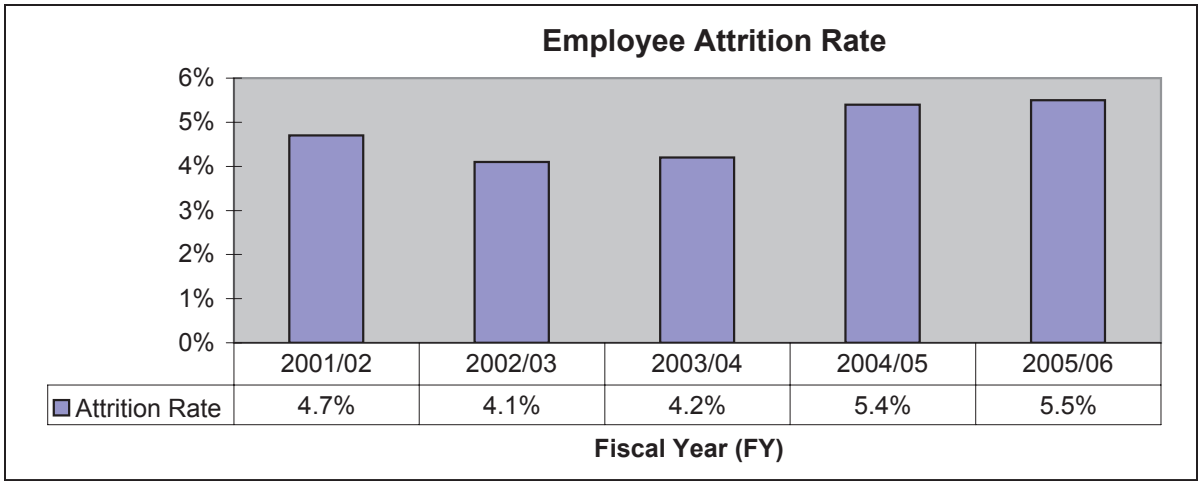
Objective 4.6

Percent of facilities with critical infrastructure deficiencies identified and corrected.

Status: Data collected by Division of Business, Facilities, and Security. There were five districts and the HQ Equipment Shop office building that still required Department of General Services' (DGS) studies to identify the deficiencies for correction by 2010. To date, studies for three districts are complete (50%). DGS is reviewing the remaining facilities and preparing a cost proposal to complete the remaining studies.

Service Goal – *Promote quality service through an excellent workforce*

Objective 5.1



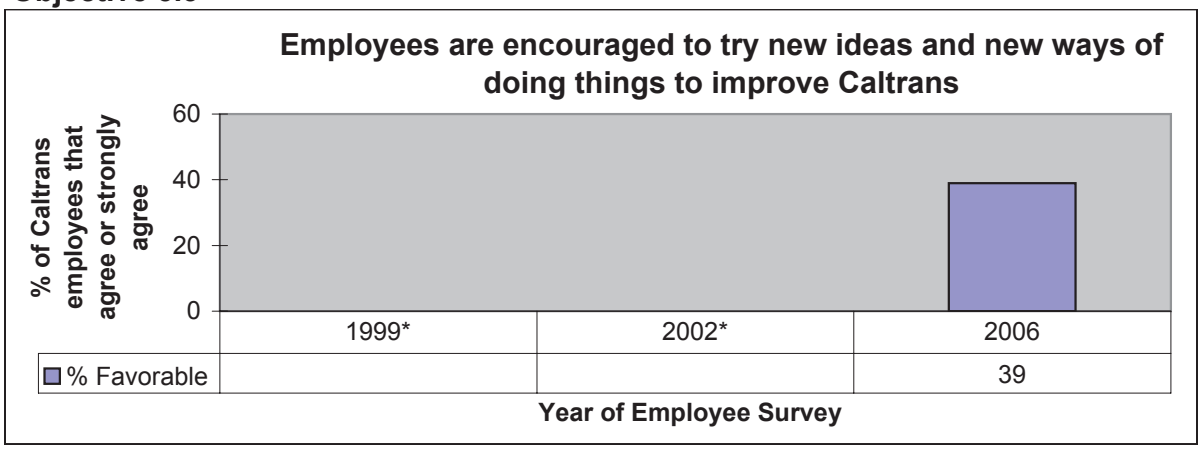
Notes: 1. Attrition is total separations in a FY divided by employee count at beginning of FY.
2. Total number of separations and employee count exclude intermittent employees.
3. Strategic Plan baseline (2005/06 data) = 5.5%.

Objective 5.2

Each year, ensure 100% compliance with response times and scheduled milestones for Local Assistance, oversight, and permits, as negotiated with our local partners and other submitting entities.

Status: Process for statewide data collection not in place.

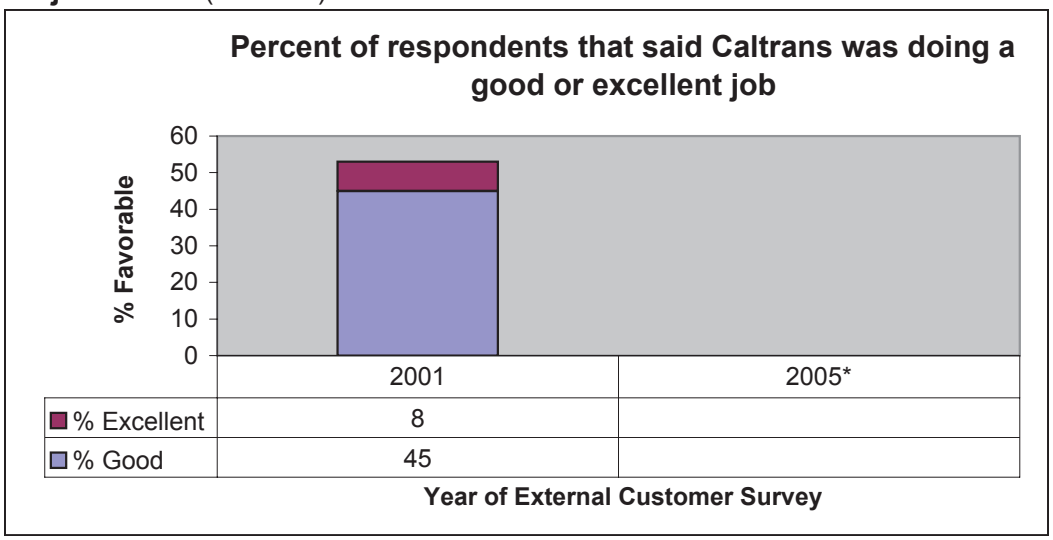
Objective 5.3



Notes: 1. Normative comparisons: United States (US) Norm = 57%, P65 Norm = 66%.
2. US Norm represents 50th percentile of the general working population in the US.
3. P65 Norm represents 65th percentile of (or the high performing) organizations in the US, and provides a higher benchmark against which to set goals.
* 4. No comparable survey questions in the 1999 and 2002 surveys.

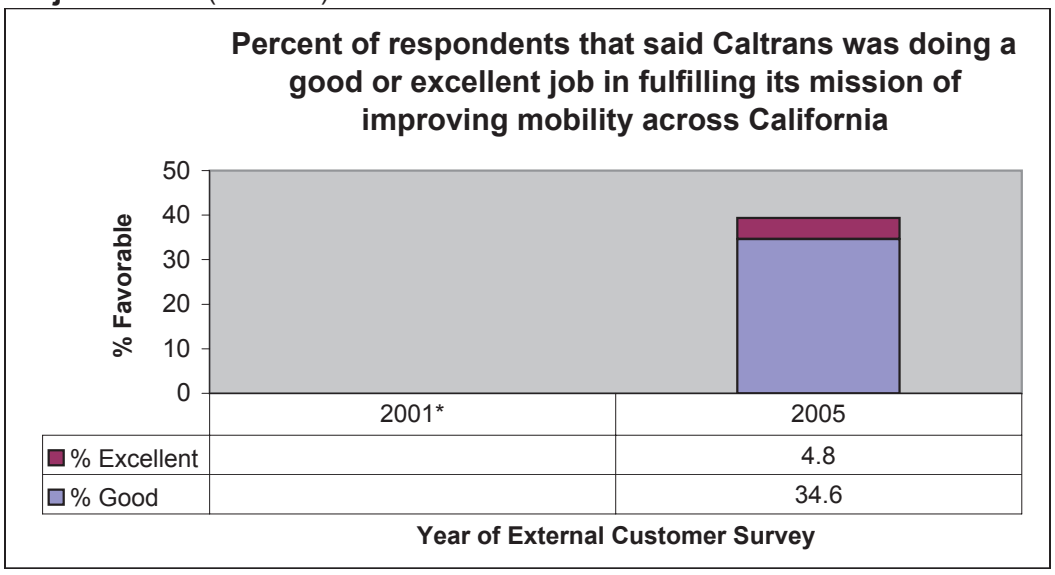
Service Goal – *Promote quality service through an excellent workforce*

Objective 5.4 (PM 5.4a)



Data Source: 2001 Caltrans External Customer Survey – Telephone Survey.
* Note: A different survey question was used in the 2005 Survey (see PM 5.4b below).

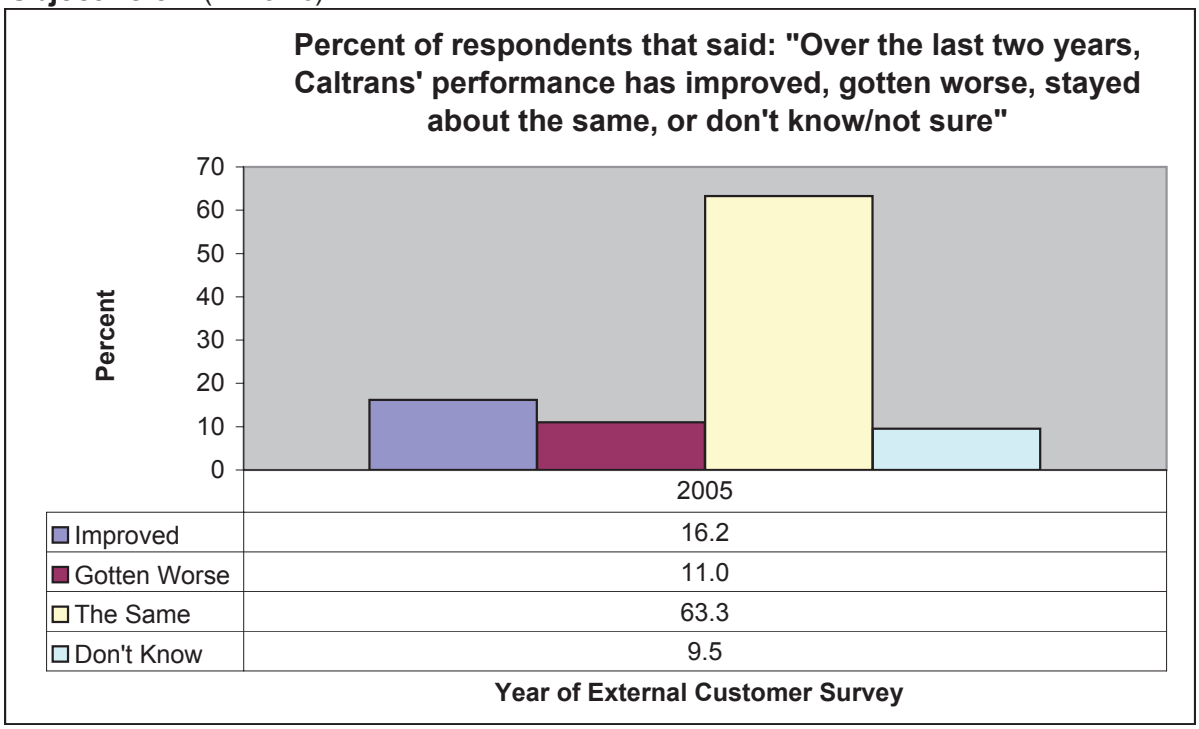
Objective 5.4 (PM 5.4b)



Data Source: 2005 Survey and Focus Groups About Perceptions of Caltrans.
* Note: A different survey question was used in the 2001 Survey (see PM 5.4a above).

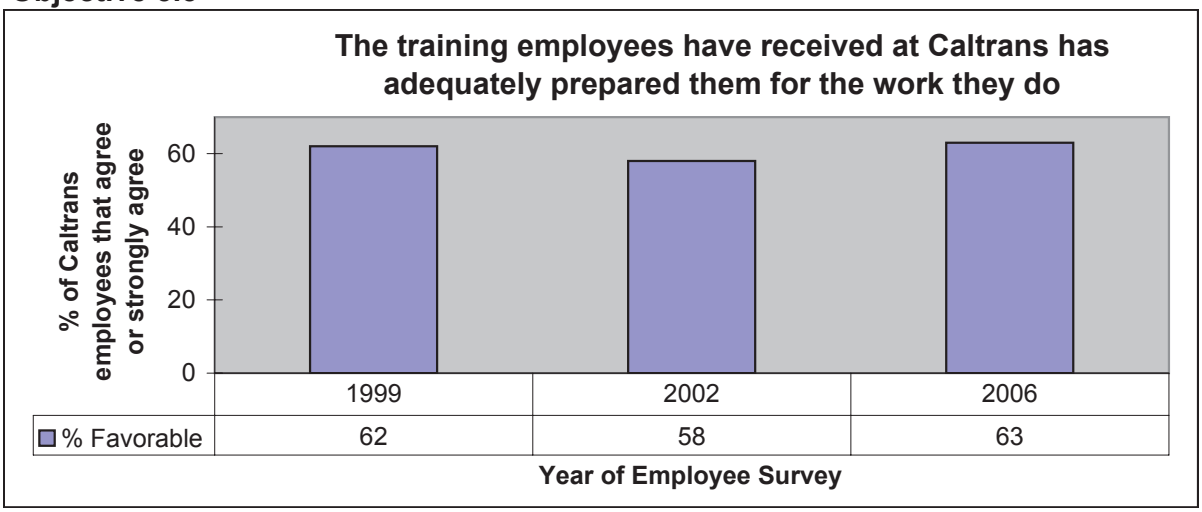
Service Goal – *Promote quality service through an excellent workforce*

Objective 5.4 (PM 5.4c)



Data Source: 2005 Survey and Focus Groups About Perceptions of Caltrans.

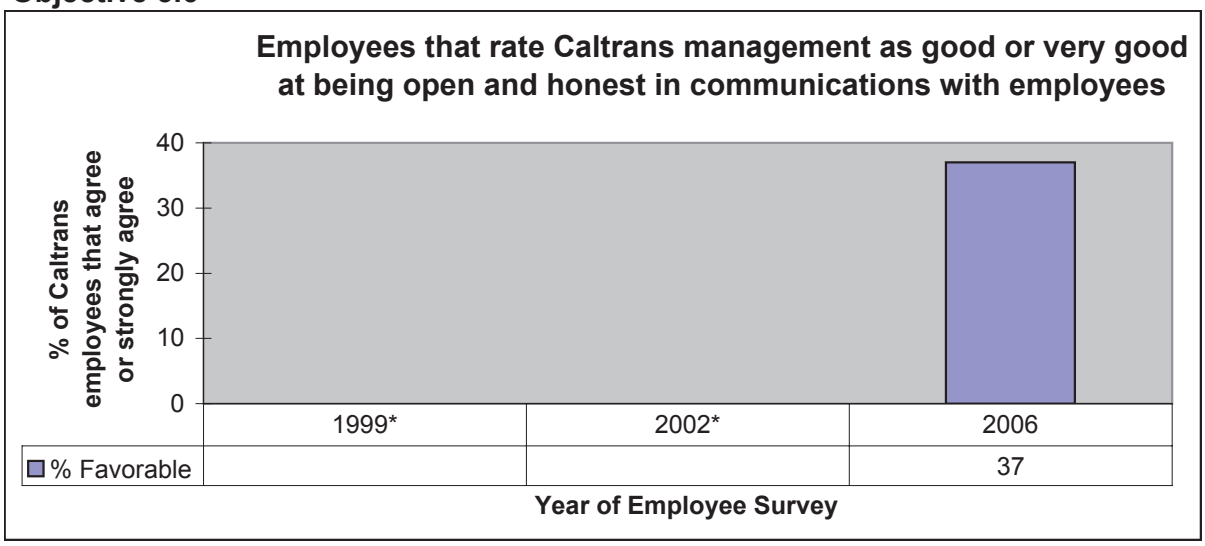
Objective 5.5



Notes:
1. Normative comparisons: United States (US) Norm = 57%, P65 Norm = 66%.
2. US Norm represents 50th percentile of the general working population in the US.
3. P65 Norm represents 65th percentile of (or the high performing) organizations in the US, and provides a higher benchmark against which to set goals.
4. Strategic Plan baseline (2006 data) = 63%.

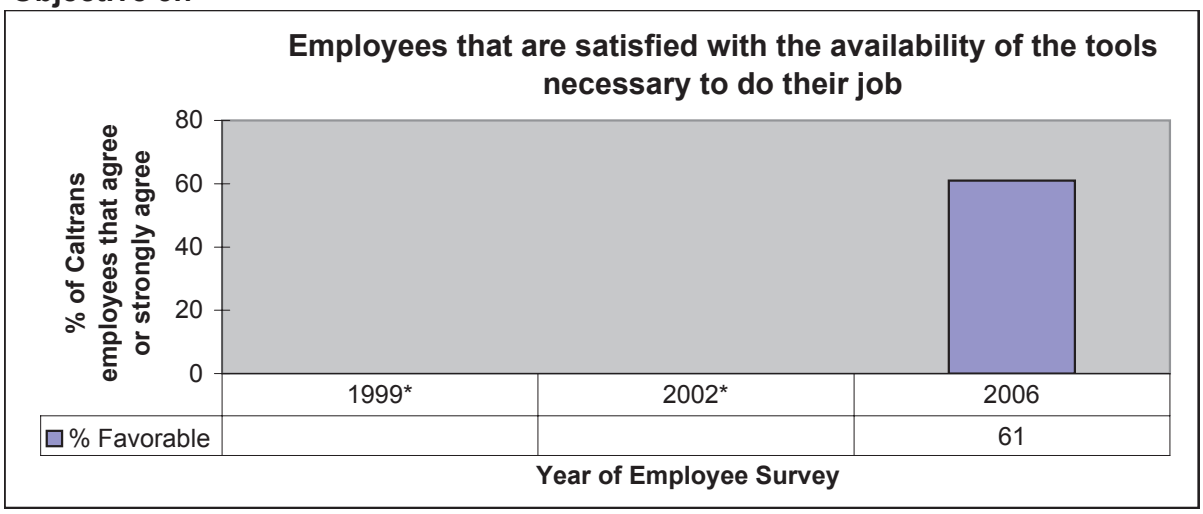
Service Goal – *Promote quality service through an excellent workforce*

Objective 5.6



Notes: 1. Normative comparisons: US Norm = 57%, P65 Norm = 66%.
2. US Norm represents 50th percentile of the general working population in the US.
3. P65 Norm represents 65th percentile of (or the high performing) organizations in the US, and provides a higher benchmark against which to set goals.
* 4. No comparable survey questions in the 1999 and 2002 surveys.

Objective 5.7



Notes: 1. Normative comparisons: US Norm = 57%, P65 Norm = 66%.
2. US Norm represents 50th percentile of the general working population in the US.
3. P65 Norm represents 65th percentile of (or the high performing) organizations in the US, and provides a higher benchmark against which to set goals.
* 4. No comparable survey questions in the 1999 and 2002 surveys.

Service Goal – *Promote quality service through an excellent workforce*

Objective 5.8

By 2012, increase by 20% the number of first-choice candidates that accept the Department's entry-level job offers.

Status: Data is being collected by Division of Human Resources (DHR).

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APPENDIX D: Caltrans Interregional Transportation Strategic Plan

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INTERREGIONAL

TRANSPORTATION STRATEGIC

PLAN

“A Plan to Guide Development of the Interregional Transportation System”

June 1998

JAMES W. VAN LOBEN SELS,
DIRECTOR
California Department of Transportation

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I. SUMMARY

Caltrans prepared this 1998 Interregional Transportation Strategic Plan (ITSP) to consolidate and communicate key elements of its ongoing long- and short-range planning. As such, it serves as a counterpart to the Regional Transportation Plans prepared by the 43 Regional Transportation Planning Agencies in California. As the unit of state government responsible for the state highway system (its "trustee" on behalf of the citizens of the state), Caltrans addresses the state highway system in detail, with special emphasis on the statutorily-identified Interregional Road System. Caltrans addresses in less detail other elements of the interregional transportation system, including intercity rail, which serve the state.

The Interregional Road System (IRRS) was identified in statute in 1989. The IRRS serves interregional people and goods movement. It then included 81 state highway routes (or portions of routes) out of the 249 routes comprising the entire state highway system. Six additional routes have been added to the system since that time by locally sponsored legislation, so there are currently 87 IRRS routes.

The 1989 legislation specified that Caltrans would limit its Proposed State Transportation Program proposal to projects on the IRRS and the intercity rail system, except under specific overriding conditions. The legislation required Caltrans to prepare and submit to the Legislature an Interregional Road System Plan. All proposed improvements had to be included in that plan, which could only include projects outside urbanized areas. The plan was prepared with the advice of the California Transportation Commission and in cooperation with regional agencies. It identified 278 state highway improvements totaling over $3 billion.

This 1998 Plan supersedes the prior 1990 Plan required by the 1989 legislation. SB 45 eliminated the requirement for a IRRS Plan, and there is no statute or regulation requiring Caltrans to prepare a new plan. However, the recent enactment of SB 45 (Chapter 622, Statutes of 1997), which significantly changed the way the state programs and expends transportation funds, makes it important that Caltrans' planning strategies and objectives be readily available to the transportation community. SB 45 requires that the IIP include a specific minimum guarantee of funds to be programmed on IRRS routes in nonurbanized areas.

In developing this 1998 Plan, Caltrans reviewed the status of projects included in the prior plan. Caltrans developed new visions, strategies, principles, objectives, and criteria for operating, developing, and improving interregional transportation facilities and services. Caltrans added new considerations to its planning process, including the concept of "gateways" serving important economic generators. At this point, the analysis indicates that most of the improvements contemplated in the earlier plan that have not in fact been accomplished, are still needed and of high priority.

Nevertheless, Caltrans recognizes that new opportunities and challenges, not identified in earlier planning efforts, may deserve active consideration given the increased flexibility afforded under SB 45. Accordingly, Caltrans intends to complete another Plan update in time for the Year 2000 State Transportation Improvement Program (STIP) cycle. That Plan update will evaluate a broader range of modes and approaches to address the state's interregional mobility needs.

I.1 Introduction

Senate Bill 45 made significant changes to the priorities and processes for programming and expenditure of state transportation funds. Caltrans' planning responsibilities and processes for long-range highway planning and joint planning remain essentially unchanged under the new law. The changes in SB 45 do, however, provide Caltrans with an important and immediate opportunity to present its vision for the interregional system and its ongoing long-range planning to improve interregional mobility. The Plan also provides an opportunity to renew its commitment to regional agencies and other transportation partners to communicate its approach and priorities for improvements to the interregional system.

The Plan is not a detailed transportation plan. Federal and state statutes and regulations require that urban Metropolitan Planning Organizations (MPOs) and nonurban Regional Transportation Planning Agencies (RTPAs) conduct continuous, cooperative, and comprehensive transportation planning throughout California. Caltrans relies on large part on that process for detailed planning outputs. Instead, this Plan encapsulates and communicates key pieces of Caltrans' ongoing long -and short- range planning for the state highway**,** interregional road system and intercity rail system. The Plan is framed overall by key statewide policy direction for the state transportation system from the Governor's Executive Department and several evolving strategies and policies for transportation issues of statewide interest.

The Plan emphasizes the two larger and more defined areas of responsibility for interregional transportation planning that are under Caltrans statutory responsibility---the state highway system, with an emphasis on the Interregional Road System, and intercity passenger rail. Other important components of the interregional transportation system are included but in less detail. These include freight rail, grade separations and mass transit guideways. Among the evolving policies and strategies is a statewide goods movement strategy and maritime policy for port development. The Plan is based primarily on Caltrans' system planning process and its key products (route concept reports, transportation system development programs, system management plans) and other Caltrans transportation planning efforts. All of these products are developed in cooperation and consultation with regional agencies.

Background information is included only to the extent that it will help convey understanding of a portion of the Plan, or why a particular approach is taken to a category of improvements. For example, Caltrans chose to document the framework for the original Interregional Road System as it is a key portion of continuing planning for interregional movement of people and goods under SB 45.

The contents of the Plan are organized into key headings or chapters that roughly correspond to the major components of the Interregional Improvement Program (IIP) identified in SB 45.

I.2 Planning Guide" (Technical Appendix)

The "Planning Component to Guide Selection of IRRS Projects for the Interregional Improvement Program in Nonurbanized Areas" (hereafter called the Guide) is included as a separate technical appendix to the Plan. The Guide is meant to be a user guide for developing high emphasis IRRS routes. Caltrans and regional agencies should use the Guide in joint and continuing planning and programming processes. In particular, the Guide will be valuable in considering issues between adjoining regions of the state.

The Guide is a series of detailed schematic maps for the 34 High Emphasis corridors. The maps provide a visual representation of the interregional corridor and identify the future route concept and improvements needed to meet the concept. The larger improvements identified in the Plan from Caltrans system planning and Regional Transportation Plans are identified for each corridor. The post miles for urbanized areas are identified in order to show areas of heightened coordination for cooperative planning and programming and for ease of technical programming considerations for all users of the Plan.

The schematic maps are clear representations of the importance of the continuing cooperative planning process between Caltrans and regional agencies. They are also examples of significant ongoing regional and Caltrans agreement on many corridor concepts and longer and shorter range improvements needed for key routes.

II. PURPOSE OF THE 1998 PLAN

The 1998 Plan describes and communicates the framework in which the state will carry out its responsibilities for the Interregional Improvement Program (IIP). It also identifies how Caltrans will work with regional agencies to consult and seek consensus on the relative priority of improvements. It recommends complimentary actions by regional and local agencies to provide optimum integration of the state's transportation systems.

The Plan lays out a recommended course of actions and considerations for the Interregional Improvement Program for the twenty-year planning period (roughly 1998-2020). It identifies key principles, objectives, and strategies that will guide implementation of the IIP during that time frame. The Plan charts a course for improvements to the state highway system and for intercity passenger rail and provides a framework for other eligible categories.

The twenty-year period corresponds to the Regional Transportation Plan cycle for regional agencies. It considers the time period for related plans and programs, specifically the Congestion Management Programs and City and County General Plans. It is also consistent with Caltrans system planning route concept reports and transportation system development programs.

As with all long-range planning, priorities are clearer for near-term, and less clear for the years farther out in the twenty-year planning period. Consequently, this Plan should be updated periodically to reflect major changes, trends of statewide and interregional significance, and evolving transportation policy and strategies.

III. VISION FOR THE INTERREGIONAL SYSTEM AND STRATEGIES TO ACHIEVE THE VISION

This portion of the 1998 Plan is divided into the primary components of the Interregional Improvement Program. A brief Vision Statement and the key strategies to achieve the Vision are stated. Later chapters of the Plan provide more detail on the approach to improving a particular portion of the interregional system.

III.1. Vision - Interregional Transportation System

A.	State Highways	Provide a dependable and reasonable level of service for the interregional movement of people and goods, accessibility into and through “gateways” and connectivity to intermodal transfer facilities.
B.	Intercity Passenger Rail	Intercity passenger rail service provides a clear and attractive alternative to automobile and air travel in the major corridors linking the urban centers of California--and, via national interstate trains, to the rest of the nation. Service is frequent, direct, reliable, and fast**.**
C**.**	Grade Separations	Provide safe railroad grade crossings at state highways, and minimize disruptions and delay to interregional movement of people and goods.
D.	Mass Transit Guideways	Provide cost-effective modal investments for the highest traveled and highest density guideway corridors that support interregional travel and have overriding statewide significance.

III.2. Strategies--To Move Towards Meeting The Vision

A. STATE HIGHWAYS

- Focus investments on a key subset of Interregional Road System Routes that are major north-south and east-west routes serving the state as a whole . . . High Emphasis Routes.

- Improve the routes to minimum facility standards, directing priority programming to major underdeveloped routes.

- Identify key gateways of major statewide significance and target improvements to, through, and within the gateway area.

- Rely on and advocate investments by Regional Transportation Planning Agencies of State Highway funds under their control, to address capacity and operational needs in urbanized areas and on the non-IRRS portion of the state highway system.

- Improve non-IRRS routes using the State Highway Operation and Protection Program (SHOPP) for smaller operational improvements and facility improvements within traditional SHOPP rehabilitation and reconstruction projects. (Note: major improvements are not funded through the SHOPP.)

- Make optimum use of the capacity available on the existing "built" system through operational improvements and strategies.

- Coordinate operational plans, improvements and strategies with regional agencies, the goods movement industry, and other modal and intermodal owners and operators (e.g., airports, seaports, freight rail, and intermodal transfer and distribution centers).

- Apply and integrate new technologies into management of the "built" system, and plan and design new technologies into new construction.

B. INTERCITY PASSENGER

- Increase speeds and reduce running times on all routes, thus enhancing their efficiency and effectiveness as a transportation alternative.

- Increase capacity on all three routes consistent with adequate ridership demand and feasibility.

- Improve reliability and on-time performance through track, signal and station projects.

- Protect the state investment in rolling stock through careful monitoring of California Car warranty provisions and oversight of maintenance.

- Comply with all federal and state safety and public facility requirements, including the upgrade of facilities to comply with the Americans with Disabilities Act (ADA).

C. GRADE SEPARATIONS

- Provide public education about grade crossing awareness.

- Reduce the incidence of accidents at grade crossings on state highways and, work with local agencies, under the aegis of the Public Utilities Commission (PUC), to reduce the incidence of accidents at grade crossings on local streets and roads.

- Work with passenger and freight rail owners to cooperatively fund improvements at critical accident locations.

D. MASS TRANSIT GUIDEWAYS

- Advocate for significant state interest in guideways serving the highest traveled and highest density travel corridors, where guideway development will support interregional mobility.

- Participate with RTPAs and transit providers in corridor studies and major investment studies that examine cost-effective guideway investments to support interregional mobility.

IV. MEASURING PERFORMANCE OF THE TRANSPORTATION SYSTEM

The ongoing Caltrans transportation system performance measures effort is a growing and critical effort that will incorporate performance measurement into how we plan, program, manage, operate and maintain the system for the users. This portion of the Plan is brief because the performance measurement effort is new and the initial ground work is being laid this year. Significant work, however, has been done to move forward in the near term. This section is a “bookmark” to highlight the importance of outcome based performance measurement to the interregional system, update the transportation community on work-to-date, and Caltrans’ intent to include and apply additional work in this critical area in future plan updates.

The purpose of the performance measure effort is to develop indicators or measures to assess the performance of California’s multi-modal transportation system to support informed transportation decisions. It is additionally to establish a

coordinated and cooperative process for consistent performance measurement throughout California.

Four goals and objectives guide the effort:

- Understand the role the transportation system plays in the larger society.
- Focus on results and people at the system level rather than projects and process.
- Build system relationships with clearly defined roles, adequate communication channels, and accountability at all levels.
- Establish policies leading to sustained improvement in transportation system performance while accommodating continued growth in California.
- Caltrans is developing performance measurements based on the following actions:
- Secure broad stakeholder participation in the development of the measures. (A steering committee representing regional agencies and other transportation partners is guiding the effort.)
- Establish a framework for understanding how any subsystem action improves the overall effectiveness and efficiency of the total transportation system.
- Identify the desired outcomes of the transportation system.
- Focus on the customer - the system user - in setting standards for system performance.
- Identify key indicators which will simply and clearly demonstrate the level to which the desired outcomes are achieved.
- Lay out a plan for conducting an assessment of system performance with a design for data collection, analysis, and information distribution.

Caltrans, guided by input from the steering committee, has initially identified eleven key outcomes to enhance the transportation system. The outcomes are identified and defined below. All eleven outcomes are important to the transportation system, however, Caltrans' immediate efforts concentrate on the

four outcomes of accessibility, mobility, reliability, and cost effectiveness. These four are included in the Plan and are joined to the principles, objectives and criteria that guide it. The additional outcomes will be joined to the Plan as the performance measures work evolves.

The outcomes and definitions are identified below in order to begin dialogue within the larger transportation community on this important area:

OUTCOME DEFINITIONS

- ACCESSIBILITY/MOBILITY--Reaching desired destinations with relative ease within a reasonable time, at a reasonable cost.

- RELIABILITY--Providing reasonable and dependable levels of service by mode.

- COST-EFFECTIVE--Maximizing the current and future benefits from public and private transportation investments.

- SUSTAINABILITY--Meeting the needs of the present without compromising the ability of future generations to meet their own needs.

- ENVIRONMENTAL QUALITY--Helping to maintain and enhance the quality of the natural and human environment.

- SAFETY & SECURITY--Minimizing the risk of death, injury, or property loss.

- COMMUNITY ENHANCEMENT & PRESERVATION--Ensuring respect for community values and addressing equity concerns

- CUSTOMER SATISFACTION--Providing transportation choices that are convenient, affordable, and comfortable.

V. GUIDING DIRECTION FOR PLAN AND PROGRAM

The Interregional Transportation Strategic Plan (ITSP) and Interregional Transportation Improvement Program (ITIP) will be guided by the principles, objectives, and criteria identified below. Another section of the Plan will identify strategies for each eligible program component.

V.1. Principles

Eight key principles guide this Plan. The principles recognize the diversity of the state and important but varied interests between rural and highly urbanized areas. A key factor is the importance of the state's transportation infrastructure to the quality of life in California, and to the state's position in both national and international trade and commerce. The key principles are:

- California's transportation planning process relies on open communication and an ongoing cooperative relationship between all members of the transportation community. Caltrans and the RTPAs must mutually consult, cooperate, and seek consensus on transportation priorities and strategies.

- Caltrans has primary responsibility for the interregional mobility of people and goods. Regional and local agencies have primary responsibilities for regional and local mobility and for actions to manage commute and other congestion in their areas. Larger metropolitan areas are responsible for managing interregional commute congestion within the Transportation Management Area.

- The rural areas of the state contribute to the state's economic well-being and quality of life. The state has a vital interest in agriculture, mining, and timber production. Recreational travel and tourism are vital to the state and regional economies, and are considered in all aspects of transportation planning.

- Connecting people and goods to growing urban centers, urbanized areas and major gateways is vital to the economy and quality of life in California.

- Movement of goods and services into and through urbanized areas and gateways and to intermodal facilities is a critical component of the interregional program.

- The designated interstate system is the backbone of the state's transportation system for interregional, interstate and international goods movement, access to seaports, air cargo terminals and other intermodal transfer facilities. Improvements within major gateways in urbanized areas will often involve interstate routes.

- Key segments of the state highway system are incomplete or under-developed. These will be developed to minimum facility standards as programming priorities allow, considering a range of qualitative and quantitative planning and operations factors.

- Intercity passenger rail is an important component of the state's interregional transportation system. Caltrans will continue to expand intercity rail service in the three key statewide corridors and add additional corridors as demand and funds dictate. The state will advocate for an appropriate continuing level of interstate passenger rail service. Additionally, over the long-term, the state will pursue true high speed rail (HSR) development in California, when economically feasible.

V.2. Objectives

Six key objectives are identified for the Interregional Improvement Program. The objectives are:

- Complete a trunk system of higher standard (usually expressway/freeway) state highways.

- Connect all urbanized areas, major metropolitan centers, and gateways to the freeway and expressway system to ensure a complete statewide system for the highest volume and most critical trip movements.

- Ensure a dependable level of service for movement into and through major gateways of statewide significance and ensure connectivity to key intermodal transfer facilities, seaports, air cargo terminals, and freight distribution facilities.

- Connect urbanizing centers and high growth areas to the trunk system to ensure future connectivity, mobility, and access for the state's expanding population.

- Link rural and smaller urban centers to the trunk system.

- Implement an intercity passenger rail program (including interregional commuter rail) that complies with federal and state laws, improves service reliability, decreases running times, and reduces the per-passenger operating subsidy.

V.3. Criteria For Programming Improvements

Selection of projects for the Interregional Transportation Improvement Program will be based on the criteria below. A common criteria is defined for projects under the interregional improvement program as a whole. Additional criteria are identified based on each objective for the Plan and program. A project may meet one or several of the criteria under the common or objective linked criteria. The primary program category (15 percent or 10 percent) is identified under which the project would typically be considered. A mix of program categories may apply to a particular project or series of projects in a corridor.

Overall Common Criteria:

- Benefit Cost Ratio
- Reduces Delay
- Improves Safety
- Overriding Statewide Interest

Objective: Complete a trunk system of higher standard state highways. Criteria:
- On High Emphasis Route
- On Focus Route
- Completes Key Segment 15%

Objective: Link rural and smaller urban centers to trunk system. Criteria:
- On High Emphasis Route
- On Focus Route
- Completes Key Segment 15%

Objective: Connect urbanizing centers and high growth areas to the trunk system. Criteria:
- On High Emphasis Route
- On Focus Route
- Completes Key Segment or Corridor 15%

Objective: Connect urbanized areas, major metropolitan centers, and Gateways to the system. Criteria:
- On High Emphasis Route
- On Focus Route
- Completes Key Segment
- Connects to a Gateway
- Significant "through you" Improvement
- Addresses larger travel conflicts between regional/local and interregional movement 15%/10%

Objective: Improve level of service through Gateways and ensure connectivity to key commercial facilities. Criteria:
- Connects to a Gateway
- Significant "through you" Improvement
- Addresses larger travel conflicts between regional/local and interregional movement 15%/10%

Objective: Preserve and improve intercity rail service. Criteria:
- Improve Service Reliability
- Reduce Running Times
- Reduce Per Passenger Farebox Subsidy
- Protect States Rolling Stock Investment
- Ensure Compliance with Appropriate Regulations 15%

VI. STATE HIGHWAYS OVERVIEW

This section of the Plan addresses the state highway system and Caltrans' responsibilities for the system. The system is fundamentally important to the economy and well-being of the state and its population. It is fundamentally important

to the interregional, statewide, national, and international transportation of people and goods. This section of the Plan is more detailed than other sections due to the critical role of the state highway system in California.

It would cost about $1 trillion to build the state highway system anew as it now exists. To protect and realize the maximum benefit from our investment in the highway system, we must continuously maintain and rehabilitate it. The State Highway Operation and Protection Program (SHOPP) provides capital funding to accomplish this. Realizing optimum use of the system's existing capacity through operational strategies, integration of new technologies and improvements helps achieve maximum performance from the investment. Capacity additions and higher volume facilities for the interregional system are needed to accommodate current demand and future growth. Transportation service to, through, and within Gateways is necessary to benefit trade and commerce, the interregional movement of people and goods, and to support statewide goals.

The state highway system supports, directly and indirectly, the state's economy and its continuing growth. It is a strategic component of the state's economic health. California's climbing statewide personal income of $760 billion per year, gross state product of greater than $800 billion per year, and housing, commercial and industrial construction of greater than $22 billion per year are supported by the state's highway network. California's foreign trade is approximately $300 billion per year and value of exported goods is $124 billion. California's position on the Pacific Rim and within the North American trade corridors are key factors for future growth and need for strategically planned improvements to the state highway system.

The state highways serve a diverse range of needs for the interregional movement of people and goods. Economic sectors as diverse as recreational travel and tourism, mining and manufacturing, and goods movement are supported and underlain by the state highways. Recreational travel and tourism account for approximately $55 billion per year in total taxable transactions. In manufacturing, approximately two million people are employed with a payroll of about $65 billion per year. The value added by manufacturing in California is significant--$155 billion per year. Mining and timber production are contributors to the economy and jobs in the rural areas. Approximately 2.3 billion board feet of timber is produced per year. A large portion of the timber in raw and processed form is transported on state highways. The value of mining is about $2 billion per year with much of the raw materials again transported on state highways.

VI.1. Caltrans' Primary Responsibilities

The people of California are the owners and users of the state highway system. The Legislature assigns responsibility for the system on behalf of its residents with Caltrans. Caltrans is, in many regards, a "trustee" of the state's highway system. As trustee, Caltrans is responsible for operations, maintenance, design, construction, and long-range planning for the system. Caltrans establishes standards and policies for the state highway system. Maintenance, rehabilitation, and operation of the system are the first priority for expenditure of state highway funds. As the trustee of the system, Caltrans maintains it, and administers the SHOPP for rehabilitation and operational improvements. Caltrans carries out its responsibilities in cooperation with regional and local agencies; however, Caltrans remains responsible for the system.

Five key aspects of the state highway system are addressed within the following portion of this section. They are: (1) fundamentals - what are the system components and why are they important, (2) the Interregional Road System (IRRS), (3) IRRS High Emphasis and Focus Routes, (4) Gateways, and (5) Improvements to the IRRS from 1990 to 1996.

VI.2. Fundamentals - Background That Frames The Plan

The state highway system comprises approximately 15,200 miles of roadway. Over half (9,500) of the route miles are "conventional highways". That means access from adjoining property is not restricted. Where access is restricted, a highway is either an "expressway" (intersections are not grade-separated) or "freeway" (intersections are grade-separated with interchange structures). Most conventional highway route miles are in rural areas and high growth areas (87 percent). Conventional highways provide reasonable service for most areas, especially for rural and lower volume routes. Passing and truck climbing lane improvements and improvements in alignment can typically provide a good level of service for the type and amount of travel. However, the significant growth of California's population in the past couple of decades, a trend which is expected to continue, creates a need for greater capacity on conventional routes in many high growth areas. Generally, this need is not triggered by interregional traffic demand and should be addressed in the context of community and regional planning.

There are, however, a limited number of state highway routes that remain a priority for planning and construction to expressway and freeway standards in order to accommodate current travel demand and anticipate ten-year demand. State Route 99 through the Central Valley is an example. Ten of the state's 37 urbanized areas surround Route 99 through the central and northern Central Valley. Much of the valley growth is expected to parallel the corridor. The freeway is complete from Bakersfield to Sacramento, with the exception of small portions in

Madera and Merced County. In the northern Central Valley, pieces of the freeway are in place but most remains unconstructed. The importance of identifying and completing a limited number of state highways to a freeway or expressway standard in the near term will be discussed under IRRS High Emphasis and Focus Routes.

The freeway system in the largest urbanized areas was almost entirely completed about two decades ago. Some gaps remain, but for the most part the urbanized freeway system is complete. (The term "complete" as used in this and following sections means that the system, as a complete continuous facility type, is complete and does NOT mean that there is adequate capacity on all freeway segments for current, near term or long range projected demand.) It was designed to accommodate projected population and traffic growth for the 1970's and early 1980's era. Current actual traffic volumes on most urban freeways far exceed those projected "design" volumes. Advances in traffic management and operational improvements (for example, metering and High Occupancy Vehicle Lane Networks) enable urban freeways to handle these higher traffic volumes. Regional efforts to manage congestion through transportation demand strategies, bus and guideway construction, and investments in rail service for metropolitan area trips have contributed to the continued high performance of the urban freeway system.

Urbanized areas account for about 50 percent of all freeway miles and about 60 percent of total freeway lane miles (2,000 freeway miles and 13,000 freeway lane miles respectively). The state highway system supports over 140 billion vehicle miles of travel per year, of which 63 percent is in urbanized areas. Within urbanized areas, 90 percent of the vehicle miles of travel is on freeways. The importance of the state's freeway system to mobility of people and goods in urbanized areas and major metropolitan centers cannot be overstated. The freeway system in the metropolitan areas serves critical interstate, interregional, and international goods movement and provides access and connectivity to intermodal transfer facilities, sea and airports, and to freight distribution centers.

The urbanized system is essentially a "built" system. The current challenge is to continue to maximize capacity through continuing operational improvements and strategies, capacity additions where warranted and through continuing congestion management actions by regional and local agencies. New technologies hold considerable promise to optimize system capacity and operations. The most critical Gateways for international and interstate commerce, trade and goods movement and intermodal transfer are in the largest urbanized areas. The Gateways are dependent upon the freeway system for continuing reliable travel service levels, accessibility, and connectivity. The interstates are a focus in the Interregional Improvement Plan for transportation improvements in these Gateway areas.

VI.3. Interregional Road System

The Interregional Road System (IRRS) was identified in statute in 1989 as part of the Blueprint legislation. It is simply a subset of the existing 249 state highway routes. The IRRS that was identified in 1989 included 81 state highway routes, or portions of routes, that serve the interregional movement of people and goods. Most interstates were included and all major interregional routes, both conventional and expressway and freeway. Six additional routes have been added to the system since that time by locally sponsored legislation. There are currently 87 IRRS routes in statute.

The 1989 Blueprint specified that Caltrans Proposed State Transportation Plan (PSTIP) limit its improvement proposals to the IRRS and to the nonurbanized portions of the IRRS route, except under specific overriding conditions. A further requirement was that the improvement had to be included in the 1990 Interregional Road System Plan that Caltrans prepared and delivered to the Legislature as part of the Blueprint requirements. The IRRS Plan could only include projects outside of the urbanized areas. The Plan was prepared with the advice of the California Transportation Commission and in cooperation with regional agencies. It identified 278 state highway improvements totaling over $3 billion. SB 45 removed the requirement that an improvement must be in the IRRS Plan. SB 45 requires that the Interregional Transportation Improvement Program (ITIP) include a specific minimum guarantee of funds to be programmed on IRRS routes in nonurbanized areas.

Due to the large number of routes and capacity improvements needed on the Interregional Road System, the 1990 IRRS Plan identified 13 of the 87 routes as being the most critical IRRS routes and identified them by the term “High Emphasis Routes”. High Emphasis Routes were a priority for programming and construction to minimum facility standards in Caltrans PSTIP for the 1990-1996 State Transportation Improvement Programs (STIPs). The minimum facility standard for most routes was, and continues to be, freeway and expressway. Lower volume or mountainous routes typically have lesser standards of fully improved 32’-40’ pavement and improved alignments. The term “high emphasis,” and the priority for improvements to routes in that category, continue as a basis for common and understood usage between Caltrans and regional agencies. The IRRS and High Emphasis Routes are incorporated into both Caltrans system planning for long-range highway improvements and in most regional transportation plans and planning processes.

The original 13 High Emphasis Routes (or portions) were: Routes 14, 36, 44, 46, 58, 86, 99, 101, 111, 120, 152, 299, and 395. The interstates were included as High Emphasis, however, it was noted that for purposes of the 1990 Plan itself, that they were considered “completed” facilities and not a priority for programming improvements. They were not included in the original “count” of 13 High Emphasis routes. (Refer to High Emphasis Route Map.) The inclusion of interstates in the High Emphasis category was to highlight their critical importance to interregional travel and the state as a whole. Concentration of project funding on the noninterstates acknowledged the significantly underdeveloped and incomplete statewide freeway and expressway system and

population growth trends along the system. It also acknowledged the higher facility type (freeway) for the interstates and that the interstates were complete for near-term capacity demands. More travel growth could be accommodated on the nonurbanized interstates for the near term without a significant reduction in the level of service than on the other portions of the system of lower facility standards.

VI.4. High Emphasis And Focus Routes

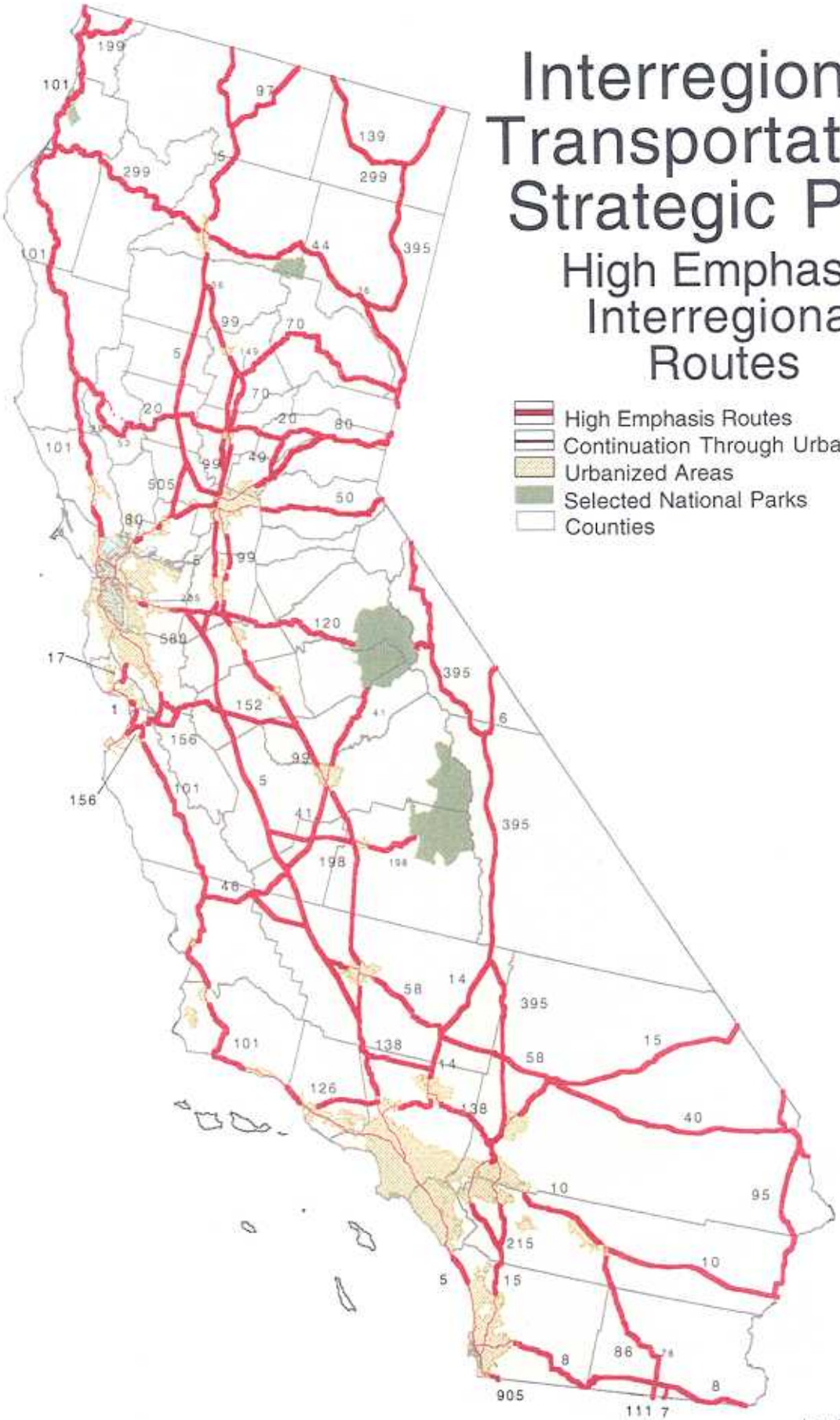
The 1998 Interregional Transportation Strategic Plan keeps the original 13 High Emphasis routes and adds an additional 21 routes to the category. There are 34 total High Emphasis routes in the Plan. In some cases, the High Emphasis route is a series of joined portions of routes that constitute a major logical transportation corridor. Route 299 and Route 20 are two examples of High Emphasis routes in the Plan that are comprised of major portions of the primary route but also include sub-portions of other routes. The mix of a primary corridor and portions of another is typically due to an existing adjacent route being a preferred alignment or an improved facility segment or may be due to the nature of travel or growth in the area. Route 299, for purposes of the Plan and the High Emphasis category, includes from west to east, Routes 299, 44, and 36. Route 20 includes Route 20 and portions of Route 29, 53, and 49. (Refer to High Emphasis Interregional Routes Map and Planning Guide/Technical Appendix.)

Inclusion of additional routes, or portions of routes in an overall transportation corridor, is based on the past eight years planning and programming experience with the legislative 1990 IRRS Plan and Caltrans continuing statewide system planning. These efforts have identified the need for some limited additional routes to be brought into the High Emphasis category and also to call out and name the interstates. Overall, the revisions to the High Emphasis category represent routes that have become of increasing interregional importance from a statewide perspective in the past several years. While the nonurbanized portions of the interstates continue for the most part to provide an adequate level of service now and projected for the nearer term, there are increasing examples statewide of recurrent congestion on key interstate goods movement corridors due to interregional travel conflicts between recreational, goods movement and other interregional trips. Interstate 15 in rural San Bernardino is an example of an interstate that is becoming increasingly congested. Interstate 5 in Tehama County is another example.

The term “Focus Routes” is a phrase specific to this Plan. Focus Routes are a subset of the 34 High Emphasis Routes. The routes represent 10 IRRS corridors that should be of the highest priority for completion to minimum facility standards in the 20-year period. Completion of the Focus Routes to minimum facility standards (for most routes freeway or expressway) will assure a statewide trunk system is in place and complete for higher volume interregional trip movements. Focus Routes will serve as a system of high volume primary arteries to which lower volume and facility standard state highway routes can connect for purposes of longer interregional trips and access into statewide Gateways. Timing for improvements will be based on a combination of

Interregional Transportation Strategic Plan

High Emphasis Interregional Routes



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qualitative and quantitative factors discussed later in the Plan (Section VIII). The routes, taken as a whole, constitute a "backbone" for additional capacity and complete facilities for the state. They balance north-south and east-west access and connectivity statewide. The Focus Routes assure rural connectivity for the north state and otherwise connect the fastest growing urbanized areas and urban centers to a trunk system. All Focus Routes are on the National Highway System (an exception is the S.R. 49 portion of the S.R. 20 corridor), Freeway and Expressway System, and are STAA Truck or Truck Terminal Routes. (Refer to the IRRS Focus Routes Map and to the Technical `Appendix.)

Many High Emphasis Routes and Focus Routes are additionally part of the "Intermodal Corridors of Economic Significance" or ICES. The Intermodal Corridors of Economic Significance System is an interconnected network of freight distribution routes within California that provides direct access between major highways, seaports, airports, rail yards and national and international markets. The ICES routes are key routes within Gateway areas and of major statewide significance.

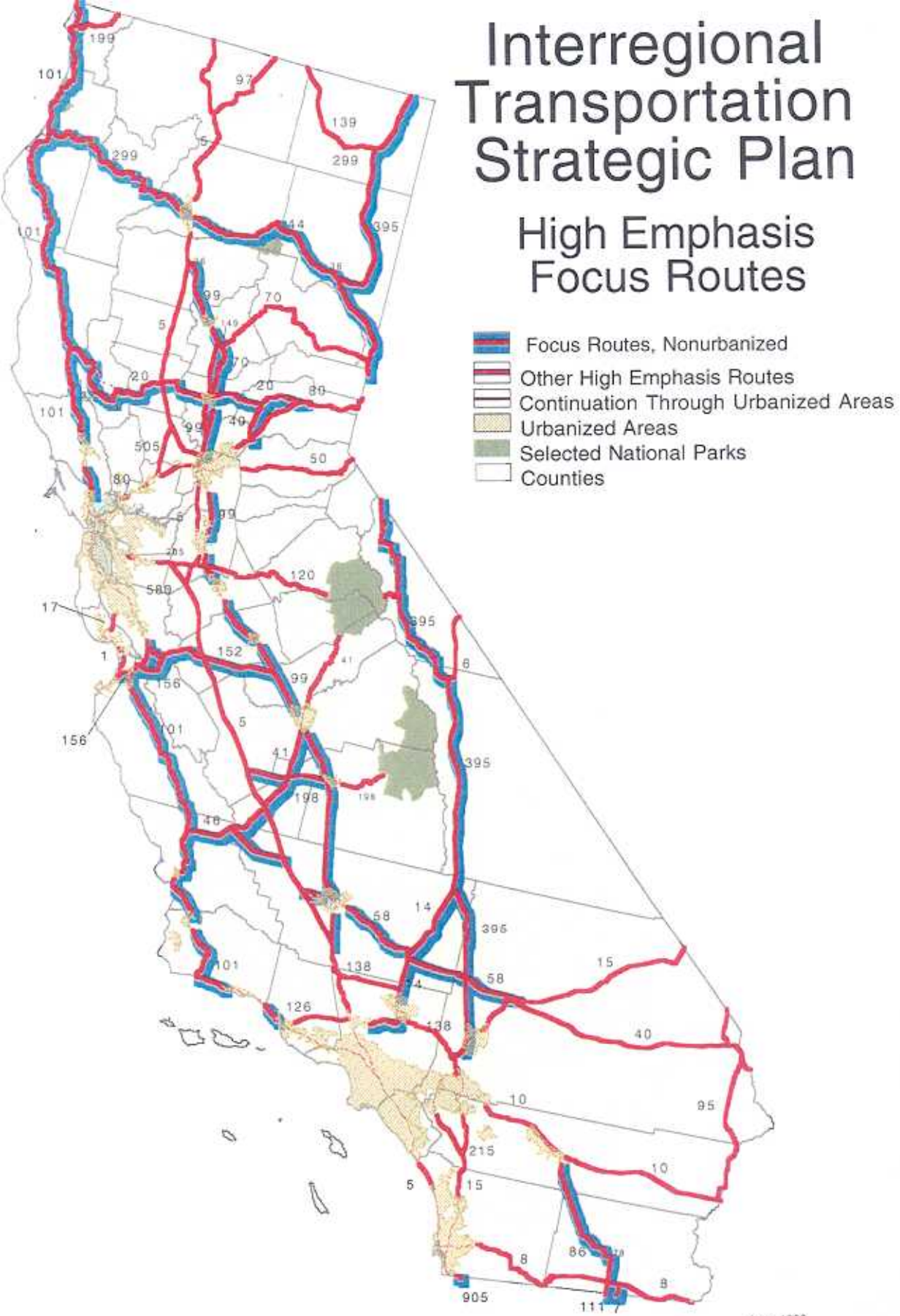
VI.4.1. Urbanized Areas and Relationship to High Emphasis and Focus Routes

The High Emphasis and Focus Routes meet the Plan objective of completing a trunk system to higher standard (expressway/freeway) connecting all urbanized areas. (Refer to map of urbanized areas and High Emphasis Routes.) The routes additionally connect some of the faster growing areas to the trunk system while ensuring rural connectivity and mobility is maintained. There are 37 urbanized areas in California as of the 1990 census. At least one additional area is anticipated to be designated urbanized in the 2000 census, Turlock. The High Emphasis Routes directly serve all but four of the 37 urbanized areas. Those not served have limited near term capacity for non peak or are within a shorter distance to a High Emphasis Route that is an Interstate or Focus Route. (urbanized areas of Antioch-Pittsburgh, Hemet- San Jacinto, Lompoc, and Napa). Focus Routes directly serve 27 of the state's urbanized areas. (Refer to map of urbanized areas and High Emphasis Routes.) Those not directly connected are otherwise served immediately by interstates or are in proximity to Focus Routes.

The Route 99 corridor stands out in the Central Valley for priority completion to freeway standards. Ten of the state's urbanized areas (27 percent) are served by Route 99. The urbanized areas essentially surround the route. With the 2000 census, Turlock will increase the number of urbanized areas on the Route. The portion from Bakersfield to the Routes 99/70 Y in Sutter County is paramount for early completion to freeway standard (and incremental lane additions) due to current and projected travel demand and interregional goods movement and connectivity. Continual and incemental progress towards completion to expressway/freeway standard from the Y to Yuba City - Marysville urbanized area and to the Chico urbanized area in Butte County is an important part of the focus concept. (The Focus Route from the Y to Chico is Route 70).

Interregional Transportation Strategic Plan

High Emphasis Focus Routes



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Interregional Transportation Strategic Plan
High Emphasis Interregional Routes with Named Urbanized Areas
High Emphasis Routes
Continuation Through Urbanized Areas
Urbanized Areas
Selected National Parks
Counties
Redding
Chico
Yuba City
Santa Rosa
Napa
Davis
Vacaville
Fairfield
Sacramento
San Francisco--Oakland
Antioch--Pittsburg
Lodi
Stockton
San Jose
Modesto
Merced
Santa Cruz
Watsonville
Seaside--Monterey
Salinas
Fresno
Visalia
San Luis Obispo
Lancaster--Palmdale
Bakersfield
Santa Maria
Lompoc
Santa Barbara
Oxnard--Ventura
Simi Valley
Los Angeles
Hesperia--Apple Valley
Riverside--San Bernardino
Palm Springs
Indio--Coachella
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Fairfield
Sacramento
San Francisco--Oakland
Antioch--Pittsburg
Lodi
Stockton
San Jose
Modesto
Merced
Santa Cruz
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Seaside--Monterey
Salinas
Fresno
Visalia
San Luis Obispo
Lancaster--Palmdale
Bakersfield
Santa Maria
Lompoc
Santa Barbara
Oxnard--Ventura
Simi Valley
Los Angeles
Hesperia--Apple Valley
Riverside--San Bernardino
Palm Springs
Indio--Coachella
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Population projections for 2040 by the Department of Finance by county areas of highest projected growth (200 percent or greater and 100 percent to 199 percent) being in counties served by the High Emphasis and Focus Routes. Though projections are not disaggregated from county level, growth can be anticipated to be in valley areas, including new towns and around currently urbanized and urban areas in desert and mountain counties. (Refer to map of Projected Growth.

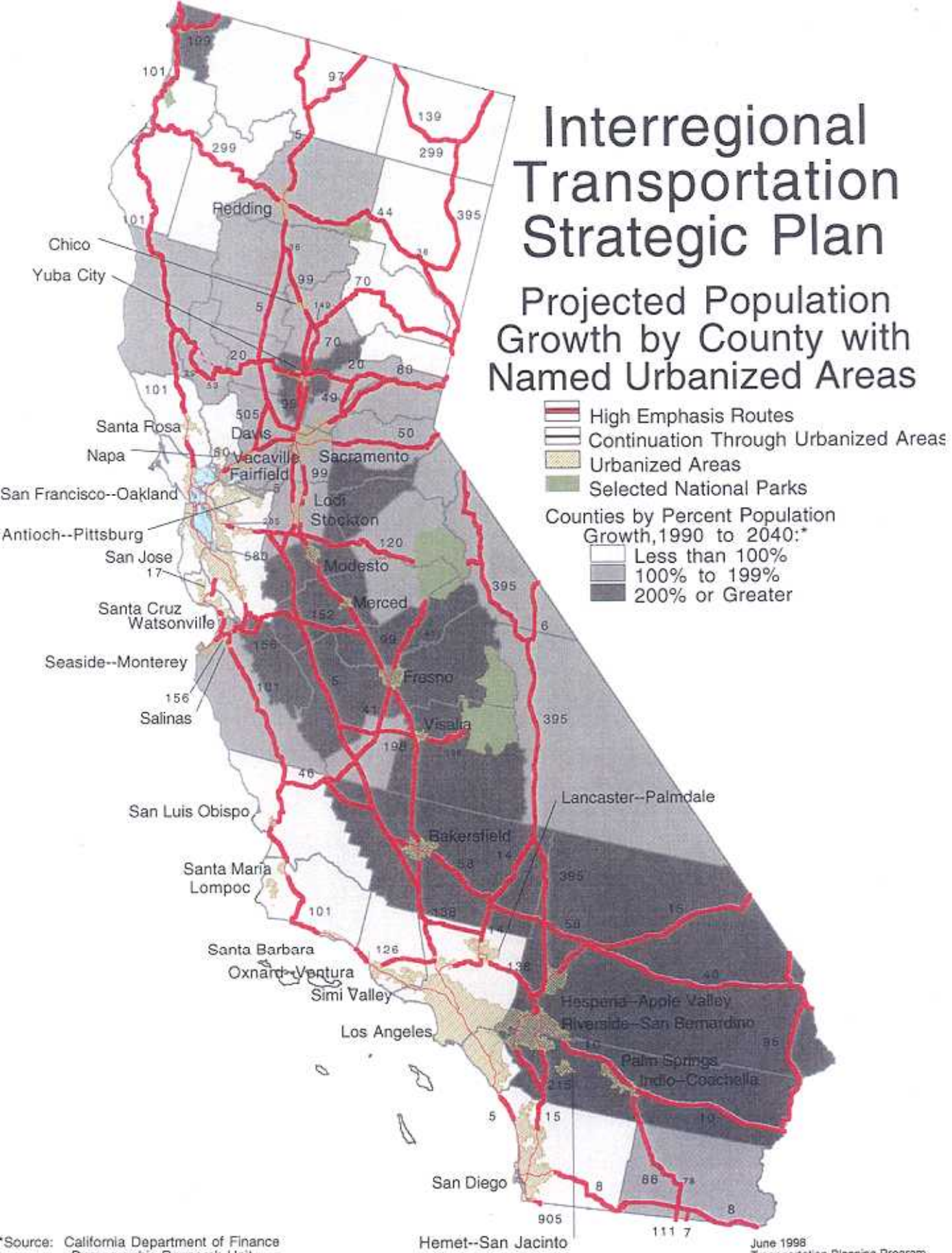
VI.5. Gateways

Gateways are principal centers of major state, national, or international trade and commerce, goods movement and intermodal transfer. They typically are the largest metropolitan centers in the state and the locations of the largest international air passenger and air cargo ports, seaports, intermodal transfer centers, and freight and goods movement distribution centers. Gateways are also key passage ways into and out of the state or into critical geographic areas of the state. Gateways are across state borders, international borders, or for example, into the Central Valley (via I-5 Grapevine near Bakersfield) or I-80 across the Sierra and on into the State of Nevada. A Gateway in some instances may be a single key state route that is a critical passageway into a major metropolitan center that has international, national and statewide significance. I-205 and I-580 from the San Joaquin Valley into the Bay Area are two examples of Gateways that are state highway routes. (Refer to Gateway Map.)

There are other Gateways beyond those identified on the map that serve industrial and manufacturing centers, are major recreational centers, or entrances into sub regions of the state. For purposes of the Plan, the Gateways have been limited to the fewest number possible that represent the largest centers of intermodal transportation activities and commerce and other key Gateways of statewide significance. Identification of facilities within Gateways on the Gateway map does not imply a priority or exclusion of other facilities within the Gateway area that are otherwise eligible for funding under the Interregional Improvement Program. The facilities named are those of larger national, statewide, or interregional importance.

VI.6. What's Been Programmed Or Built On The IRRS - 1990 To 1996

Forty-four of the original 278 projects identified in the 1990 IRRS Plan to the Legislature have been programmed in subsequent STIPs (1990-1996). Several have been constructed and are open to travel. The projects represent about $1.1 billion of State Highway Account investment. Thirty-three of the projects are on High Emphasis routes and are major system improvements. These projects complete significant portions of the route to the minimum standard facility identified in the 1990 IRRS Plan. Route 395 along the eastern Sierra and Routes 111, 7, and 86 in Imperial Counties are particular examples of significant improvements made to the interregional system from the 1990 Plan. The programmed projects will nearly complete the facilities to minimum standard. In total, about 154 miles of lane additions to the interregional system were



*Source: California Department of Finance Demographic Research Unit

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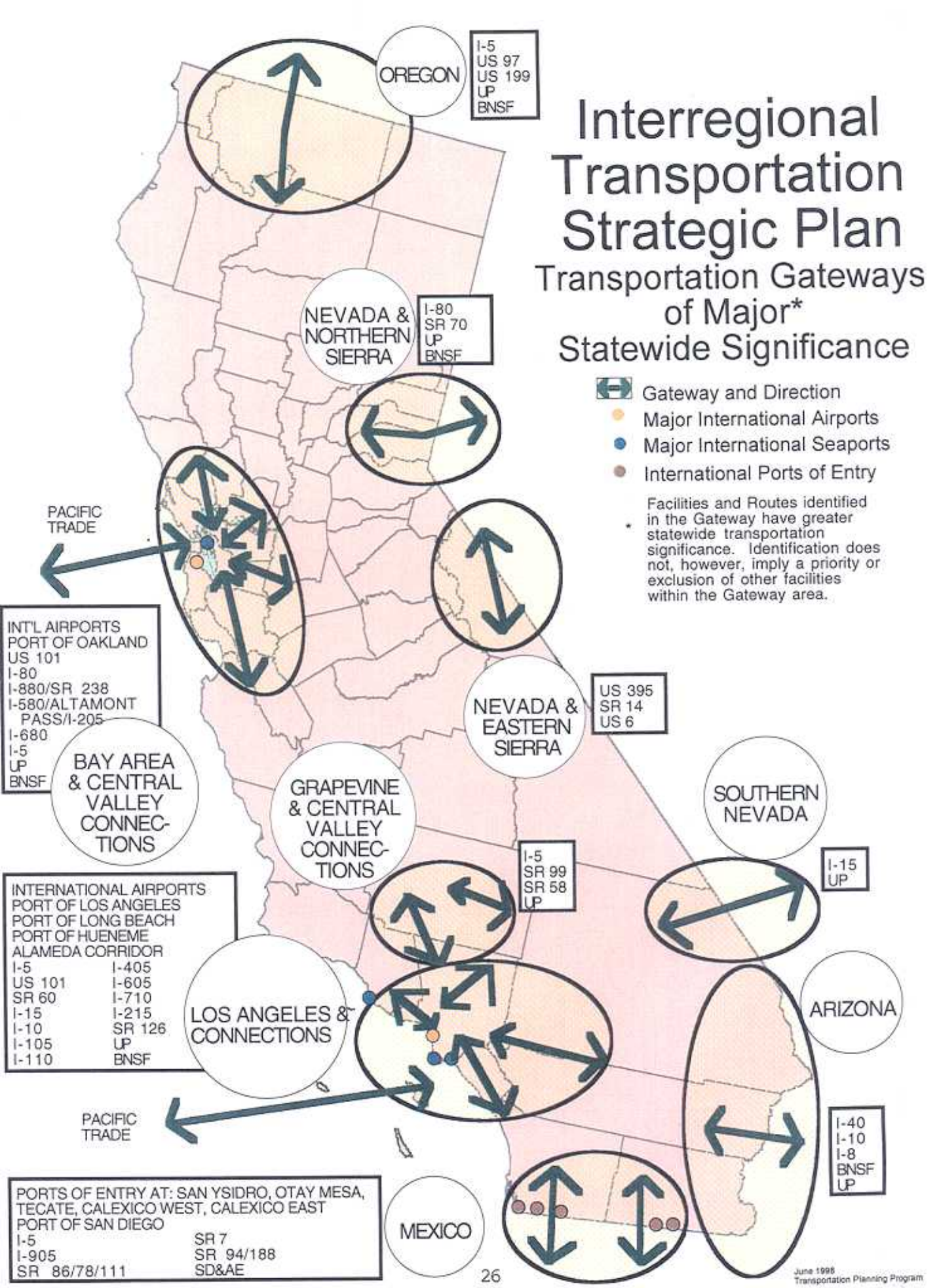

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programmed (primarily expressway lane miles) in addition to about 23 miles of passing lane and truck climbing lanes. Several regionally significant state highway bypasses were also programmed from the 1990 Plan. The Truckee Bypass on Route 267 in the Sierra (Tahoe area), the Mojave Bypass on Route 58, and Willitts Bypass on Route 101 are examples of major progress for improving the interregional system in the prior STIPs.

VII. PRIORITY CONSIDERATIONS FOR STATE HIGHWAYS

This section describes in more detail the basis for selecting certain corridors for priority planning and programming in nonurbanized areas, identifies the corridors, and discusses how the other state highways will be improved. It also describes the approach to improvements in Gateway areas and the importance of the Gateways themselves.

VII.1. High Emphasis IRRS Corridors

The highest priority for planning and programming for the Interregional Road System is on the ten Focus Routes discussed in the prior section. The routes themselves are named and described in detail later in this section. The goal is to make significant progress towards programming improvements to the routes in the near term so that the routes are complete to minimum facility standards by the end of the twenty year planning horizon. For longer and more complex routes it will not be possible to improve the entire route length to minimum facility standards during that time frame. For other routes on which significant progress was made in the past six years, few additional projects, or a single project, are needed to complete the route. Examples of routes with few remaining segments to improve in order to complete the entire route to minimum facility standard are Routes 111 and 7 in Imperial County and completion of Route 78, the Brawley Bypass (completes Route 86). Route 99 from Bakersfield to Sacramento is another example of a nearly complete freeway facility. Expressway sections remain only in Madera and Merced Counties.

In some limited instances, it may be necessary to move priorities within Focus Route segments or to another High Emphasis Route to address a significant unanticipated interregional travel problem of larger statewide or interregional importance. Each biennial Plan update will review the Focus Routes, other High Emphasis Routes, Gateways, and the state highway system as a whole to ensure that the Plan responds to major changes in interregional travel conditions in California. The goal of completing the Focus Routes to the minimum facility standard in the twenty-year period will remain a priority. Meeting that goal will require joint planning and sharing of transportation resources with regional agencies.

Completion of the Mexico Border Gateway Routes (Routes 7, 111, 78, 86, and Interstate 905) is a continuing priority. The past several years of STIP programming for Routes 7, 111, and 86 represent a considerable and important

investment for this area of the state and for interregional travel. Routes 111 and 7 are nearly complete and with completion of Route 78 (Brawley Bypass) Route 86 will also be complete. Early completion of these routes to minimum facility standards will ensure maximum return on the original state's investment. Interstate-905 requires significant additional funding and continued cooperative planning efforts at the state and regional levels. Its importance is shared for both international border Gateway traffic and regional traffic. Continued cooperative funding and planning efforts will ensure its completion.

Concept statements for each of the Focus Routes are included in the Plan. They identify an interregional mobility goal for each route, the facility standard to meet the concept, and strategies to develop the route. The strategy includes cooperative actions with regional and local agencies. The statements follow Section VIII. The routes in the Mexico Gateway are included on one Concept statement.

The routes are briefly described below. They are listed geographically from west (ocean) to east (Sierra) and from south to north (Bakersfield to Redding).

VII.2. Focus Routes--Nonurbanized

VII.2.1. Major North/South Routes

- Route 101 - Los Angeles to Oregon Border. Serves diverse travel demands throughout its length; major commute corridor through the Bay Area and other urbanized areas and major truck and life-line route for the coastal north state.

- Route 99 - Bakersfield to Tehama County. The corridor from Bakersfield to Route 70 in Sutter County, north of Sacramento, is a major goods movement corridor and increasingly a major commute corridor. It is the backbone for mobility and access in the rapidly growing Central Valley and into the Bay Area Gateway across the Altamont (Routes 205 and 580). The route is the primary state highway for eight of the nine urbanized areas in the Central Valley. It includes Route 70 from the Sutter 99/70 junction to Route 149 in Butte County for purposes of the Focus Route.

- Route 395 - San Bernardino to Oregon State Line. Serves both major rural recreational and tourist travel to the eastern Sierra and is a significant goods movement route for trucks from the eastern Sierra into California. It is the principle state route for residents of Inyo and Mono County. It includes Route 14 for purposes of the Focus Route.

- Mexico Gateway Routes - are considered a Focus Route (aggregation of routes with a common purpose) within the Plan. See discussion of Mexico Border Routes in prior section.

VII.2.2. Major East/West Routes

- Route 58 - A major noninterstate goods movement route for interregional through movement. Provides operational flexibility for coping with emergencies and an alternative interregional route to bypass Los Angeles Basin congestion. Links I-5 and Route 99 to I-15 and I-40 into Nevada and Arizona connecting with southwest and southern U.S. Also links with Routes 395 and 14 to provide connection to the eastern sierra region, Nevada, and north-west United States.

- Route 198 - Provides only direct east/west link between Route 99 and I-5 for the lower Central Valley from above Bakersfield to south of Merced, a distance of 140 miles. An alternative route for cross valley goods and people movement in the event of valley emergencies. Primary route to the national defense station (Lemoore Naval Air Station) and directly serves the high growth Visalia urbanized area. Connects from I-5 to Route 41 as an alternative for travel into the Fresno urbanized area and goods movement/transfer centers.

- Routes 41 and 46 - Links U.S. 101, I-5 and Route 99 for interregional through movement and provides operational flexibility for emergencies across multiple counties from coast to valley. A goods movement route from U.S. 101 to I-5 and across the valley to Route 99. Provides connection to the high growth Central Valley urbanized areas on Route 99.

- Routes 152 and 156 - Provides the only direct agricultural, goods movement , and recreational route south of the Bay Area to the coast. Links Route 99, I-5, and U.S. 101 to the urbanized Monterey Bay area and coastal recreational areas, agricultural centers and high growth valley centers. Only major east/west link between I-205 and Route 41 in the valley, a distance of 120 miles.

- Route 20 (29, 53, and 49) - Serves the major east/west interregional movement for people and goods across the northern Central Valley. Links U. S. 101, I-5, Route 99, Route 70, and I-80. Provides routing alternatives for emergencies in the north state. Serves recreational travel from the Sierra to the north coast. The north state “cross roads” or “hub” for agricultural and goods movement in the north valley and through the Yuba City/Marysville urbanized area for connections to Routes 99 and 70. Connects the high growth Route 49 corridor in Placer County to I-80.

- Route 299 (44 and 36) - Provides the only major east/west transportation facility in north state for people and goods movement and

lifeline connectivity. Links rural and small urban centers across the north state and trucking to U.S. 101,

-
- I-5, and U.S. 395 and to the Redding urbanized area. Provides emergency access and routing into and across north state. Serves north state recreation and tourism.

VII.2.3. Interstates And Other State Routes

The designated Interstate highways are the backbone of the state's transportation system. They carry the highest volumes of people and goods into, through, and around the urbanized areas and are critical to interstate, interregional and international travel, commerce and trade. In rural and nonurbanized areas they primarily serve critical interregional goods movement needs. In rural and slower growth areas, most Interstates have adequate near term capacity and are currently operating within a reasonable level of service. The level of service will decrease depending upon the rate of adjacent land development and changes in interregional goods movement demand. In the largest urbanized areas (Bay Area and Los Angeles), areas with extreme and extended peak interstate recreational travel (i.e., I-15 in San Bernardino and I-80 into the Sierra), and increasingly in the smaller urbanized areas or high growth areas (i.e., Redding and Red Bluff), capacity is not adequate for current peak demand, resulting in significant hours of congestion and delay.

For purposes of the Plan, the importance of the Interstates is recognized; however, the Interstates share importance with the need to develop undeveloped portions of the state highway system to serve current and projected growth (Focus Routes), and with other statewide system needs on the High Emphasis Routes. Interstates are included as a center piece within the Plan in the Gateways and most are in the High Emphasis Route categories. It is understood that capacity additions for interregional movement of people and goods will be needed. Capacity improvements on Interstates (as with all improvements) will be identified and planned in cooperation with regional agencies. Existing and future Interstate capacity must be managed through cooperative identification and implementation of traffic management strategies. Interstates are otherwise on the legislative IRRS (a limited number are not included for their entire length).

Other state routes that are IRRS routes and not High Emphasis, or that are not on the legislative IRRS, will be improved primarily with regional share dollars, local funds, and through the SHOPP. The state may partner with regional agencies on a route by route basis for selected route improvements, however, most investments will be on the High Emphasis and Focus Routes. Many of the non-High Emphasis IRRS routes are corridors on which rapid land development is

taking place. Many of the routes are two lane conventional. It is outside of the scope of this Plan and program strategy to address the statewide issues for improving the conventional system, as a whole, to higher standards. For purposes of new town development, larger site developments, or cumulative multi-county impacts along conventional routes, cities and counties are encouraged to consider a full range of financial alternatives, mobility strategies, and mitigations in the general plan process to address these critical issues. Local agencies are encouraged to work closely with Caltrans to develop voluntary access management plans to optimize operation of the conventional facility and ensure the safest possible travel conditions within the type of facility. Regional agencies are encouraged to comprehensively consider this issue in the regional planning process.

VII.3. Focus Route Concepts and Approach to Improvements

A one-page concept statement describing the interregional mobility goal for the route, facility standard to meet the concept, and strategy to develop the route has been developed for each of the Focus Routes. The statement is a plan of action for each route and involves cooperative and complimentary regional and local actions. Statements for each of the ten routes follows this subsection. The route order follows from north-south routes (ocean to Sierra) and continues with the east-west routes (south of state to top).

The route concepts follow this page.

U.S. 101
CONCEPT

INTERREGIONAL MOBILITY GOAL - U.S. 101 runs north-south along the California coast. Between the Los Angeles area the San Francisco Bay area, it is a high capacity facility that provides a consistent high level of service through urban and rural communities. North of the Bay Area, it is generally a lower capacity facility that provides a moderate to high level of service and lifeline accessibility for rural communities and the interregional movement of people, goods, and recreational travel to the northwestern part of the state.

FACILITY STANDARD TO MEET CONCEPT

- 4-10 lane freeway from Los Angeles through the San Francisco Bay Area to Cloverdale, with intermediate 4 lane expressway segments from Goleta to Gilroy.
- 4 lane freeway/expressway from Cloverdale to north of Eureka.
- 2-4 lane expressway with passing lanes from north of Eureka to Oregon.

STRATEGY TO MEET CONCEPT

- Cooperatively identify and plan capacity improvement strategy to ensure that the state's interregional needs, including lifeline and recreational requirements in the north state, are comprehensively considered with regional needs.

- Manage future travel demand to maximize capacity for interregional and major regional trip volumes by supporting wise local land use decision making and providing alternative transportation infrastructure and modes for regional trips.

- Continuous improvement of U.S. 101 for increased interregional travel demand emphasizing goods movement, recreation and lifeline needs includes the following actions:
  - Begin converting expressway segments from Los Angeles to Cloverdale to freeway, and add lane capacity for increased interregional travel demand, emphasizing goods movement and interregional travel volumes;
  - Close freeway and expressway gaps north of Cloverdale.
- Encourage local agencies to share funding responsibilities where regional growth is a factor, to ensure timely construction and minimize travel delay.
- In the near term, improve existing facility at Prunedale; over the longer term, complete freeway bypass when warranted and with substantial local funding participation.

STATE ROUTE 99 AND 99/70 CORRIDOR "Y" TO SR 149
CONCEPT

INTERREGIONAL MOBILITY GOAL - State Route 99 and SR 70 are high capacity north-south facilities that provide a consistent high level of service for interregional movement and connectivity of people and goods to and through the urban and rural areas of the central and north part of the state.

FACILITY STANDARD TO MEET CONCEPT
4-8 lane freeway from south of Bakersfield to the SR 99/70 junction ("Y").

- 4 lane freeway from SR 99/70 "Y" to Marysville on SR 70 and 4 lane conventional to Yuba City on SR 99. Route concept and future freeway alignment from Marysville/Yuba City north to Chico to be determined. Post 2020 concept of chosen corridor is 4 lane freeway.

- 4 lane expressway from the end of the Chico freeway to Corning (South Ave) in Tehama County. 2 lane conventional with passing lanes from Corning to Red Bluff.

STRATEGY TO MEET CONCEPT

- Cooperatively identify and plan capacity improvement strategies to ensure that the state's interregional needs, including lifeline and recreational requirements, are comprehensively considered with regional needs.

- Manage future travel demand to maximize capacity for interregional and regional trip volumes by supporting wise local land use decisions and provision of alternative transportation infrastructure for regional trips.

- Cooperatively fund interchange construction to close expressway gaps at the earliest opportunity and prior to cumulative growth impacts or large impact local and regional developments. Encourage local agencies to share funding responsibilities where regional growth is a factor, to ensure timely construction and minimize travel delay.

- Continuous improvement of SR 99 to high capacity facility by these actions:

BAKERSFIELD TO 99/70 JUNCTION IN SUTTER COUNTY

  - close all remaining expressway gaps south of the 99/70 junction;
  - add freeway lane capacity for increased interregional travel demand for goods movement and major interregional commute volumes.

99/70 JUNCTION TO CHICO AND CHICO TO RED BLUFF

  - construct 4 lane expressway segments on SR 70 south of Marysville - Stage 1; construct 4 lane conventional on SR 99 south of Yuba City:
  - close expressway gaps from Marysville to Chico - Stage 2 or earlier;
  - construct 4 lane expressway north of Chico to Corning.

U.S. 14/ 395 - CONCEPT

INTERREGIONAL MOBILITY GOAL - State Routes 14 and 395 are considered one corridor for purposes of this plan. It is one of the four major north-south corridors serving California. The corridor is a “gateway” with the State of Nevada. It is a 557 mile north/south rural facility, divided into two segments, one between Southern California and the Nevada State Line near Topaz Lake, and one from the Nevada State Line near Reno to the Oregon State Line north of Alturas. It provides a consistent high level of service and lifeline accessibility for rural communities and for interregional and interstate movement of people, goods, and recreational travel along the eastern slope of the Sierras. Eighty-five percent of trips are recreational oriented.

FACILITY STANDARD TO MEET CONCEPT

- 4 lane expressway from I-15 in San Bernardino County to Lee Vining in Mono County north of Mammoth Lakes, and combination 4 lane conventional roadway, 4 lane expressway, and 2 lane fully improved conventional roadway with passing lanes Lee Vining to the Nevada State Line (south).
- 4 lane freeway and expressway from the Nevada State Line near Reno to State Route 36 at Susanville, 2 lane expressway from Susanville to Alturas, and 2 lane conventional roadway from Alturas to the Oregon State Line.

STRATEGY TO MEET CONCEPT

- Cooperatively identify and plan capacity improvement strategies to ensure that the state’s interregional needs, including lifeline and recreational requirements, are comprehensively considered with regional needs.
- Encourage local agencies to share funding responsibilities where regional growth is a factor, to ensure timely construction and minimize travel delay.
- Close conventional roadway and expressway gaps to facilitate recreational travel and goods movement.
- Provide adequate passing facilities on 40 foot roadway segments in mountain areas to facilitate the safe movement of recreational vehicles and trucks .
- Continuous improvement of U.S. 395 for increased interregional travel demand emphasizing goods movement, recreation, and lifeline needs includes the following actions:
  - close expressway and conventional gaps north of the SR 14 junction;
  - construct fully improved 2 lane conventional with passing lanes north of Lee Vining;
  - begin construction of 4 lane expressway segments south of SR 14 to I-15 and north of the Nevada State Line to State Route 36.

STATE ROUTES 7, 111, 78, & 86 and INTERSTATE 905
NAFTA GATEWAY - CONCEPT

INTERREGIONAL MOBILITY GOAL - Interstate 905 and portions of State Routes 7, 111, 78, and 86 together, comprise the significant North American Free Trade Agreement (NAFTA) gateway providing a high level of service for the movement of international goods and passengers into and out of the international Ports of Entry (POE) with Mexico.

FACILITY STANDARD TO MEET CONCEPT

- For I-905: 6 lane freeway from the Mexican POE to I-805 in San Diego.

- For SR 7, 111, 78, and 86; 4 lane expressway from the Mexican POE to just north of the Riverside County Line. 4 lane freeway from the county line to Interstate 10 near Coachella.

STRATEGY TO MEET CONCEPT

- Cooperatively identify and plan capacity improvement strategies to ensure that the state's interregional needs, including lifeline and recreational requirements, are comprehensively considered with regional needs.

- Manage future travel demand to maximize capacity for interregional and regional trip volumes by supporting wise local land use decisions and provision of alternative transportation infrastructure for regional trips.

- Cooperatively identify and fund capacity improvements. Where regional growth is a factor, strongly encourage local agencies to share funding responsibilities to ensure timely construction and minimize travel delay.

- Continuous improvement of the NAFTA Corridors include these actions:

    - Complete the partially funded SR 7, a 4-lane expressway from Mexico to I-8.

    - Convert the remaining 2 lane conventional segments on SR 111 between I-8 and Brawley. This includes completing the partially funded SR 78/111 Brawley bypass. These actions will greatly reduce delays, improve safety, and improve the quality of life in Brawley.

    - Complete the unconstructed portion of I-905 to the Mexican border. This will replace the Otay Mesa Road (a city street) as the primary access to the POE, thereby, improving capacity and safety and reducing delays.

STATE ROUTE 58
CONCEPT

INTERREGIONAL MOBILITY GOAL - State Route 58 is a high capacity, high level of service East-West facility that provides significant goods/freight movement connections between I-5 and SR 99 in the Central Valley, SR 14 linking, and I-15 and I-40 via Barstow. It connects (via SR 99 and I-5) to other regions in Central and Northern California, (via SRs 14 and 395) to the Eastern Sierra region and the SR 395 Gateway, via SR 14 and I-15 to urban Southern California, and (via I-15 and I-40) with Nevada, Arizona, and the Southern United States.

FACILITY STANDARD TO MEET CONCEPT

- 4 lane expressway/freeway from I-5 to SR 99.
- 4 to 6 lane freeway from SR 99 to SR 14.
- 4 lane expressway from SR 14 east of Mojave to I-15.

STRATEGY TO MEET CONCEPT

- Cooperatively identify and plan capacity improvement strategies to ensure that the state's interregional needs, including lifeline and recreational requirements, are comprehensively considered with regional needs.
- Manage future travel demand to maximize capacity for interregional and regional trip volumes by supporting wise local land use decisions and provision of alternative transportation infrastructure for regional trips, especially in the Bakersfield and Barstow areas.
- Encourage local agencies to share funding responsibilities where regional growth is a factor, to ensure timely construction and minimize travel delay.
- Provide continuous 4 lane expressway and freeway segments to facilitate the safe movement of trucks .
- Improving SR 58 to accommodate increased interregional travel, particularly goods movement volumes, requires the following actions:
    - Convert remaining 2 lane conventional roadway segments to 4 lane expressway or freeway between I-5 and SR 99 (including realignment) and in San Bernardino County;
    - Convert remaining 22 miles of expressway to freeway east of BakersfieldKern County, and complete bypass at Mojave.

STATE ROUTE 198
CONCEPT

INTERREGIONAL MOBILITY GOAL - State Route 198 is an East-West interregional facility providing a high level of service for agricultural truck and passenger travel across the San Joaquin Valley between the junction of I-5 in Fresno County to SR 99 in Tulare County.

FACILITY STANDARD TO MEET CONCEPT

- 2 lane conventional, fully improved, with passing lanes from I-5 to Lemoore Naval Air Station.

- 4 lane freeway/expressway from Lemoore Naval Air Station to SR 99.

- STRATEGY TO MEET CONCEPT
- Encourage local agencies to share funding responsibilities where regional growth is a factor, to ensure timely construction and minimize travel delay.

- Convert the 2 lane conventional roadway segment (approximately 10 mile in both Kings and Tulare counties) to a 4 lane expressway to improve safety and facilitate both agricultural goods movement and passenger travel.

- Convert 4 lane expressway segments between Lemoore Naval Air Station and SR 99 to 4 lane freeway.

- Fully improve the 18 mile 2 lane conventional segment and add passing lanes from I-5 to the Lemoore Naval Air Station. Passing lanes will improve safety and facilitate goods movement and recreational travel.

- Support wise local land use decisions and provision of alternative transportation infrastructure for regional trips, especially in the fast growing Lemoore and Hanford areas.

STATE ROUTE 41 - CONCEPT

INTERREGIONAL MOBILITY GOAL - State Route 41 is an East-West interregional, primarily rural facility, providing a moderate level of service for truck, agricultural, passenger, and recreational travel, (via SR 46) from the Central Coast and U.S. 101 at Paso Robles, to I-5 and across the San Joaquin Valley to SR 99 at Fresno, with links to other regions via I-5 and SR 99.

FACILITY STANDARD TO MEET CONCEPT

- 2 lane conventional, fully improved, with passing lanes from SR 46 to I-5.
- 2 lane expressway, with passing lanes, from Kettleman City just east of I-5 to just south of SR 198, south of Lemoore.
- 4 lane expressway from Lemoore to SR 99 at Fresno.

STRATEGY TO MEET CONCEPT

- Cooperatively identify and plan capacity improvement strategies to ensure that the state's interregional needs, including lifeline and recreational requirements, are comprehensively considered with regional needs.
- Manage future travel demand to maximize capacity for interregional and regional trip volumes by supporting wise local land use decisions and provision of alternative transportation infrastructure for regional trips.
- Encourage local agencies to share funding responsibilities where regional growth is a factor, to ensure timely construction and minimize travel delay, especially in the fast growing Lemoore and Fresno areas.
- Construct a series of passing lanes along the 27 mile 2 lane conventional segment between SR 46 and I-5 to improve safety and facilitate both goods movement and recreational travel.
- Construct passing lanes along the 22 mile 2 lane conventional segment between Kettleman City east of I-5 to just south of SR 198 near Lemoore to improve safety and facilitate both goods movement and recreational travel
- Provide a continuous 4 lane expressway from the Kings/Fresno County line to Fresno to reduce travel delay and improve safety.
    - Upgrade the 7 mile 2 lane expressway segment to 4 lane expressway east of the Kings/Fresno County line.
- Convert the 7 mile 2 lane conventional segment to 4 lane expressway south of Fresno.

STATE ROUTE 46
CONCEPT

INTERREGIONAL MOBILITY GOAL - State Route 46 is an East-West interregional, primarily rural facility, providing a moderate level of service for truck, agricultural, passenger, and recreational travel, from the Central Coast and U.S. 101 at Paso Robles, to I-5 at Lost Hills, with links to other regions via I-5.

FACILITY STANDARD TO MEET CONCEPT

- 4 lane freeway from U.S. 101 at Paso Robles to the future intersection of Dry Creek Road.

- 4 lane expressway from the future intersection of Dry Creek Road east of Paso Robles to I-5 in Kern County.

STRATEGY TO MEET CONCEPT

- Cooperatively identify and plan capacity improvement strategies to ensure that the state's interregional needs, including lifeline and recreational requirements, are comprehensively considered with regional needs.

- Manage future travel demand to maximize capacity for interregional and regional trip volumes by supporting wise local land use decisions and provision of alternative transportation infrastructure for regional trips.

- Encourage local agencies to share funding responsibilities where regional growth is a factor, to ensure timely construction and minimize travel delay, especially in the fast growing Paso Robles area.

- Expand existing 2 lane expressway segments in San Luis Obispo County to a continuous 4 lane freeway/expressway from Paso Robles to the junction of SR 41 (east). This will improve safety and facilitate both goods movement and recreational travel.

- As near-term strategy, construct passing and truck climbing lanes between SR 41 and I-5 until a 4 lane expressway is built. Passing lanes will improve safety and facilitate goods movement and recreational travel. As long-term strategy, convert the existing 2 lane conventional roadway to 4 lane expressway from SR 41 to I-5 in Kern County.

STATE ROUTE 152
CONCEPT

INTERREGIONAL MOBILITY GOAL - State Route 152 is an East-West rural interregional facility connecting the southern portion of the San Francisco Bay Area (junction SR 101 near Gilroy) to the Central Valley (SR 99 in Madera County), with linkage to Southern California via I- 5 and SR 99. SR 152 provides a moderate level of service for commercial truck travel, agricultural truck access to the Salinas and central valleys, and recreational travel to the Monterey Bay Area (via SR 101 and SR 156).

FACILITY STANDARD TO MEET CONCEPT

- 4 lane expressway from U.S. 101 at Gilroy in Santa Clara County to SR 99 in Madera County.

STRATEGY TO MEET CONCEPT

- Convert the two remaining conventional roadway segments (an 11 mile 2 lane conventional segment just east of U.S. 101 and a 7-mile 4 lane conventional segment at Los Banos) to expressway to improve safety and facilitate the movement of goods and recreational travel. Where regional growth is a factor, encourage local agencies to share funding responsibilities to ensure timely construction and minimize travel delay.

    - Continue with the strategy of constructing passing lanes throughout the 11-mile 2 lane conventional segment just east of U.S. 101 until a 4 lane expressway can be built. Passing lanes will improve safety and facilitate goods movement and recreational travel.

    - Construct the Los Banos bypass, an initial 2 lane expressway on 4 lane right-of-way. With significant development planned in the Los Banos area and the interregional significance of the route, this improvement is needed to achieve the route concept.

- Support wise local land use decisions, and provision of alternative transportation infrastructure for regional trips, especially in the fast growing Gilroy and Los Banos areas.

STATE ROUTE 156
CONCEPT

INTERREGIONAL MOBILITY GOAL - State Route 156 is an East-West interregional facility connecting the Monterey Peninsula to U.S. 101 and SR 152. It extends from the junction of SR 1 near Castroville to U.S. 101, then, with a break in route, from the junction of U.S. 101 in San Benito County to SR 152 in Santa Clara County. SR 156 provides a moderate level of service for agricultural truck travel out of the Castroville/Monterey Bay/Salinas Valley/Hollister to the Central Valley, and for recreational travel to the Monterey Bay Area from points north and south via U.S. 101 and to other regions via I- 5 and SR 99.

FACILITY STANDARD TO MEET CONCEPT

- 4 lane expressway from SR 1 at Castroville in Monterey County to SR 152 east of Hollister in San Benito County.

STRATEGY TO MEET CONCEPT

- Convert the 2 lane conventional roadway segments (approximately 7. 9 miles) to 4 lane expressway between SR 1 and U.S. 101 and between San Juan Bautista and the recently complete Hollister bypass. This will improve safety, reduce delay and facilitate the movement of agricultural goods and recreational travel.

- Identify, prioritize, and fund improvements to convert the 2 lane expressway and conventional roadway (approximately 15.7 miles) to 4 lane expressway between U.S. 101 and SR 152. Identify timing of improvements to ensure that the state's interregional needs and regional lifeline and recreational needs are comprehensively planned and programmed.

- Manage future travel demand to maximize capacity for interregional (primarily weekend recreational) and local trip volumes by supporting wise local land use decision-making and providing alternative transportation infrastructure and modes for local and sub area.

STATE ROUTES 20, 29, 53, 49
CONCEPT

INTERREGIONAL MOBILITY GOAL - State Routes 20, 29, 53 and 49, for purposes of the Plan, are considered one corridor. It is a significant west-east mostly rural Northern California corridor from U.S. 101 in Mendocino County, through the Clear Lake area, across the Sacramento Valley, connecting to I-80 in the high Sierras and to I-80 via Route 49 in Auburn. The facility provides a moderate level of service and lifeline accessibility for interregional movement of people, goods, agriculture, and recreational travel across the northern part of the state.

FACILITY STANDARD TO MEET CONCEPT

- 4 lane freeway/expressway for SR 20 (US 101 to Upper Lake), SR 29 (SR 20 at Upper Lake to SR 53 at Lower Lake), and SR 53 (SR 29 at Lower Lake to SR 20 near Clearlake Oaks).

- 2 lane conventional, fully improved, with passing and truck climbing lanes throughout most of the remainder of SR 20 east of SR 53 to I-80.

- 4 and 5 lane conventional (left turn lanes) for SR 49

STRATEGY TO MEET CONCEPT

- Cooperatively identify and plan capacity improvement strategy to ensure that the state's interregional needs, including lifeline and recreational requirements in the north state, are comprehensively considered with regional needs.

- Manage future travel demand to maximize capacity for interregional and local trip volumes by supporting wise local land use decisions and the provision of alternative transportation infrastructure for local and sub-area trips, especially in the Yuba City/Marysville and the Clear Lake areas.

- Encourage local agencies to share funding responsibilities where regional growth is a factor, to ensure timely construction and minimize travel delay.

- Provide adequate passing facilities and truck climbing lanes on 40 foot roadway segments in mountainous and agricultural areas to reduce delays and improve passing opportunities for trucks, farm equipment, and recreational vehicles.

- Initial emphasis on 4 lane facilities to the east and west of Lower Lake on both SR 29 and SR 53 and on SR 49.

STATE ROUTE 299, 44, 36
CONCEPT

INTERREGIONAL MOBILITY GOAL - State Routes 299, 44, and 36 for purposes of the Plan are considered one corridor. The combined corridor is the northern-most significant west-east rural corridor in the state, traversing 191 miles. It comprises SR 299 from the junction of U.S. 101 in Humboldt County to I-5 in Shasta County, SR 44 from the junction of I-5 in Shasta County to SR 36 in Lassen County, and SR 36 from the junction of SR 44 in Lassen County to U.S. 395 in Lassen County. The corridor provides a moderate level of service and lifeline accessibility for interregional movement of people, goods, and recreational travel from the coast of Northern California to Susanville, where it connects to U.S. 395 near the Nevada State Line.

FACILITY STANDARD TO MEET CONCEPT

- 2 to 4 lane conventional roadway and expressway, fully improved, with passing and truck climbing lanes throughout most of the three route corridor.

- 4 lane expressway and freeway in and near the City of Redding for both SR 299 and SR 4

STRATEGY TO MEET CONCEPT

- Cooperatively identify and plan capacity improvement strategy to ensure that the state's interregional needs, including lifeline and recreational requirements, are comprehensively considered with regional needs.

- Manage future travel demand to maximize capacity for interregional and local trip volumes by supporting wise local land use decisions and providing alternative transportation infrastructure for local and sub area trips, especially in the growing Redding urbanized fringe areas.

- Encourage local agencies to share funding responsibilities where regional growth is a factor, to ensure timely construction and minimize travel delay.

- Provide adequate passing facilities and truck climbing lanes on fully improved 40-foot roadway segments in mountainous areas to reduce delays and improve passing opportunities necessitated by the terrain and the combined high number of trucks and recreational vehicles.

- Provide a 4-lane freeway segment on the existing 2 lane segment just east of Redding on SR 44 to Palocedro.

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VII.4. Program Track - Improvements To Focus Routes

The Program Track is a starting point toward an ongoing strategic planning and programming process that will be refined with each biennial update of the Plan. This section currently includes only a Track for IRRS Focus Routes that will bring the route to the minimum facility standard in nonurbanized areas consistent with Plan objectives. Other categories may be added in future Plan updates through continued coordinated and cooperative discussions with regional and other agencies. Regional agencies and transportation partners will be part of the Plan and Program Track (Track) update process each biennial cycle.

The Track in this Plan is similar to the Action Element in the Regional Transportation Plans. It identifies, by route, the improvements needed to implement the Interregional Transportation Strategic Plan objectives in the twenty-year period while prioritizing some improvements for nearer term programming. It does not assign an exact STIP year or STIP cycle. It also identifies improvements which are more complex or part of a corridor completion concept that should be considered for early environmental studies and project development to be ready for programming of right-of-way and construction in later years.

The Track is not a commitment to fund a project (in whole or partially) with Interregional Improvement Program funds, just as inclusion of a project in the Regional Transportation Plan is not a funding commitment or assignment of responsibility. It is an inventory of improvements needed to meet the route concept or route development objective and an initial prioritization into nearer and longer term time horizons. For purposes of the Focus Routes, it serves as an inventory of Project Study Report priorities to prepare projects for future programming.

The Track, however, is dissimilar to the Regional Plan (for this Plan cycle only) in that it does not identify the costs of the improvements. Most costs are otherwise available from a series of Caltrans and regional documents, including Caltrans Transportation System Development Program and Regional Transportation Plans and Programs. In future biennial updates of the Plan and Track we intend to move towards displaying costs by the SB 45 STIP categories. Planning level cost estimates will be used for improvements for which a Project Study Report has not been prepared and adjustments made when the scope, schedule, and cost is determined.

The Program Track for Focus Routes follows this page:

INTERREGIONAL IMPROVEMENT TRACK - INTERREGIONAL ROAD SYSTEM
(nonurbanized)

FOCUS ROUTES AND CORRIDORS

20 YEAR TIME HORIZON

NEARER TERM	LONGER TERM
Years 1998-2008	Years 2009-2020
1998-2004 STIPs	2006 and Future STIPs
U.S. 101	
Humboldt 101 P.M. 57.0/58.8	Humboldt P.M. 0.0/5.6
S.R. 101 to S.R 36 I/C	Close freeway gap
Menodocino 101 P.M. 5.7/9.2*	Humboldt 101 P.M. 54.3/57.0**
Hopland Unit III - 4E	Close Freeway Gap S. of SR 36 I/C
Mendocino 101 P.M. 9.2/13.0	Humboldt P.M. 80.8/84.7
Hopland Bypass 4E/F	Close freeway gap
Mendocino 101 P.M. 13.0/17.6	Humboldt 101 P.M. 114.0/118.2
4C to 4E North Hopland	2C/E to 4E
Mendocino 101 P.M. 43.5/51.3*	Marin/Sonoma 101 P.M. 22.8/27.6; 0.0/3.2**
Unit II Willits Bypass 2E to 4F	Convert to Freeway and widen
Monterey P.M. R91.5**	Monterey 101 P.M. 82.5
Prunedale Bypass	Construct I/C
Monterey 101 P.M. 100/101.3	Santa Clara 101 P.M. 0.1/4.6
San Juan I/C	Convert 4E to 4F

***1998 ITIP - may include ONLY ED, PA and ED, or full funding through construction - refer to ITIP**
****Consideration for early programming of PA and ED in Nearer Term**

INTERREGIONAL IMPROVEMENT TRACK - INTERNATIONAL ROAD SYSTEM
(nonurbanized)

FOCUS ROUTES AND CORRIDORS

20 YEAR TIME HORIZON

NEARER TERM	LONGER TERM
Years 1998-2008	Years 2009-2020
1998-2004 STIPS	2006 and Future STIPs
SR 99	
(SR 70 in Sutter/Butte Co. north of "Y" is Focus Route)	
Madera 99 P.M. 20.1/22.5*	Butte 70 P.M. 0.0/13.5**
Close Freeway Gap	4E Construct
Merced 99 P.M. 10.6/12.8*	Fresno 99 P.M. 1.0/7.1
Close Freeway Gap	4F to 6F
Merced 99 P.M. 23.8/26.8*	Kern 99 P.M. 29.9/36.5 & 49.4/57.8**
Close Freeway Gap	8F (2 Projects - North of Bakersfield)
Merced 99 P.M. 26.8/28.8*	Madera 99 P.M. 0.0/10.5
Close Freeway Gap	4F to 6F
Sutter 70 P.M. 0.2/5.0*	Merced 99 P.M. 0.0/4.9**
2C to 4E	Close Freeway Gap
Sutter 70 P.M. 5.0/8.3*	Merced 99 P.M. 4.9/10.6**
2E to 4E	Close Freeway Gap
Yuba/Butte 70 P.M. R8.3/25.8 & 0.0/13.5*	Merced 99 P.M. 28.8/32.3
Marysville Bypass - ED only	Close Freeway Gap
Requires further study	
	Sacramento 99 P.M. 35.4**
Sutter/Yuba 65 Third Bridge (connects urbanized areas of Yuba City and Marysville)*	I/C at Elverta Rd.
	San Joaquin 99 P.M. 6.7/12.0
	4F to 6F

***1998 ITIP - may include ONLY ED, PA and ED, or full funding through construction - refer to ITIP**

****Consideration for early programming of PA and ED in Nearer Term**

INTERREGIONAL IMPROVEMENT TRACK - INTERREGIONAL ROAD SYSTEM

(nonurbanized)

FOCUS ROUTES AND CORRIDORS

20 YEAR TIME HORIZON

NEARER TERM	LONGER TERM
Years 1998-2008	Years 2009-2020
1998-2004 STIPs	2006 and Future STIPs
SR 99 (con't)	
	Sutter 99 P.M. 0.9**
	I/C at Riego Road
	Sutter 99 P.M. 0.1/5.7
	4E to 4F
	Sutter 99 P.M. 6.3/7.2
SUTTER 99 - 99/70 Y TO YUBA CITY	4E to 4F
Sutter 99 P.M. 8.7*	Tehama 99 P.M. 0.0/4.7
2C to 4C	Passing Lanes
Sutter 99 P.M. 12.9*	Tulare 99 P.M. 0.0/35.0
Passing lane	4F to 6F
Sutter 99 P.M. 16.8*	Tulare 99 P.M. 41.3/53.9
2C to 4C	4F to 6F
Sutter 99 P.M. 21.4*	
2C to 4C with left turn pockets	

***1998 ITIP - may include ONLY ED, PA and ED, or full funding through construction - refer to ITIP**

****Consideration for early programming of PA and ED in Nearer Term**

INTERREGIONAL IMPROVEMENT TRACK - INTERREGIONAL ROAD SYSTEM

(nonurbanized)

FOCUS ROUTES AND CORRIDORS

20 YEAR TIME HORIZON

NEARER TERM	LONGER TERM
Years 1998-2008	Years 2009-2020
1998-2004 STIPs	2006 and Future STIPs
U.S. 395	
(includes SR 14 in Kern and Los Angeles Co.)	
Inyo 395 P.M. 54.6/57.4*	Mono 395 P.M. 57.8/60.2
Lone Pine 4C (92 STIP project)	Conway Ranch 4C
Inyo 395 P.M. 64.5/71.2*	Mono 395 P.M. 116.9/120.1
Manzanar 4E (92 STIP project, increased cost)	Topaz High Point Relocation
Inyo 395 P.M. 70.3/76.3*	Kern 395 P.M. 0.0/29.3
Independence 4E	4E multiple units
Inyo 395 P.M. 30.8/36.4	Lassen 395 P.M. Various**
Olancha 4E	Passing Lanes, various locations
Inyo 395 P.M. 36.4/41.3	Mono 395 P.M. 65.9/70.0
Cartago 4E	N. Conway 4C
Inyo 395 P.M. 77.3/91.6	San Bernardino 395 P.M. 4.0/11.2
Aberdeen 4E	4E
Mono 395 P.M. 52.8/55.7	San Bernardino 395 P.M. 11.2/18.9
Mono Lake 40' with turnouts	4E
	San Bernardino 395 P.M. 18.9/46.0
	4E multiple units
	San Bernardino 395 P.M. 46.0/73.5
	4E multiple units

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****Consideration for early programming of PA and ED in Nearer Term**

INTERREGIONAL IMPROVEMENT TRACK - INTERREGIONAL ROAD SYSTEM

(nonurbanized)

FOCUS ROUTES AND CORRIDORS

20 YEAR TIME HORIZON

NEARER TERM	LONGER TERM
Years 1998-2008	Years 2009-2020
1998-2004 STIPs	2006 and Future STIPs
U.S. 395 (con't)	
(includes SR 14 in Kern and Los Angeles Co.)	
	Kern 14 P.M. 16.2/26.0
	4E (Later Cycles)
	Kern 14 P.M. 46.0/62.3
	4E multiple units

***1998 ITIP - may include ONLY ED, PA and ED, or full funding through construction - refer to ITIP**

****Consideration for early programming of PA and ED in Nearer Term**

INTERREGIONAL IMPROVEMENT TRACK - INTERREGIONAL ROAD SYSTEM

(nonurbanized)

FOCUS ROUTES AND CORRIDORS

20 YEAR TIME HORIZON

NEARER TERM	LONGER TERM
Years 1998-2008	Years 2009-2020
1998-2004 STIPs	2006 and Future STIPs
SR 7/111/86/78 & 905	
Imperial 7 P.M. 1.2/6.7*	San Diego 905
New 4E	
Imperial 78/111 P.M. 7.2/15.7*	
4E Brawley Bypass	
Imperial 111 P.M. 10.9/13.1*	
2C to 4E	
Imperial 111 P.M.13.1/22.1*	
2C to 4E	
San Diego 905 P.M. 5.7*	
(RW 6F)	
San Diego 905	
All projects are additionally within gateway areas for the Mexico International Gateway	

***1998 ITIP - may include ONLY ED, PA and ED, or full funding through construction - refer to ITIP**

****Consideration for early programming of PA and ED in Nearer Term**

INTERREGIONAL IMPROVEMENT TRACK - INTERREGIONAL ROAD SYSTEM

(nonurbanized)

FOCUS ROUTES AND CORRIDORS

20 YEAR TIME HORIZON

NEARER TERM	LONGER TERM
Years 1998-2008	Years 2009-2020
1998-2004 STIPs	2006 and Future STIPs
SR 58	
San Bernardino 58 P.M. 0.0/12.9*	Kern 58 P.M. 77.0/86.5
4E	Auxillary and truck climbing lanes
San Bernardino 58 P.M. 22.4/33.1*	Kern 58 P.M. 118.0/127.6
4E	Close gap 4E to 4F

***1998 ITIP - may include ONLY ED, PA and ED, or full funding through construction - refer to ITIP**

****Consideration for early programming of PA and ED in Nearer Term**

INTERREGIONAL IMPROVEMENT TRACK - INTERREGIONAL ROAD SYSTEM

(nonurbanized)

FOCUS ROUTES AND CORRIDORS

20 YEAR TIME HORIZON

NEARER TERM	LONGER TERM
Years 1998-2008	Years 2009-2020
1998-2004 STIPs	2006 and Future STIPs
SR 198	
Kings 198 P.M. 21.5/28.5	Fresno 198 P.M. 26.8/42.0
2C to 4E	2C to 4E (Later cycles)
Tulare 198 P.M. 0.0/3.3	Kings 198 P.M. 0.0/2.8
2C to 4E	2C to 4E (later cycles)

***1998 ITIP - may include ONLY ED, PA and ED, or full funding through construction - refer to ITIP**

****Consideration for early programming of PA and ED in Nearer Term**

INTERREGIONAL IMPROVEMENT TRACK - INTERREGIONAL ROAD SYSTEM

(nonurbanized)

FOCUS ROUTES AND CORRIDORS

20 YEAR TIME HORIZON

NEARER TERM	LONGER TERM
Years 1998-2008	Years 2009-2020
1998-2004 STIPs	2006 and Future STIPs
SR 198	
Kings 198 P.M. 21.5/28.5	Fresno 198 P.M. 26.8/42.0
2C to 4E	2C to 4E (Later cycles)
Tulare 198 P.M. 0.0/3.3	Kings 198 P.M. 0.0/2.8
2C to 4E	2C to 4E (later cycles)

***1998 ITIP - may include ONLY ED, PA and ED, or full funding through construction - refer to ITIP**

****Consideration for early programming of PA and ED in Nearer Term**

INTERREGIONAL IMPROVEMENT TRACK - INTERREGIONAL ROAD SYSTEM

(nonurbanized)

FOCUS ROUTES AND CORRIDORS

20 YEAR TIME HORIZON

NEARER TERM	LONGER TERM
Years 1998-2008	Years 2009-2020
1998-2004 STIPs	2006 and Future STIPs
SR 41 & 46	
San Luis Obispo 46 P.M. 32.2/40.6*	Fresno 41 P.M. R0.0/R7.1
2C to 4E	2C/E to 4E
San Luis Obispo 46 P.M. 40.6/55.1	Fresno 41 P.M. 7.1/14.1
2C to 4E - multiple units	2C to 4E (later years)
San Luis Obispo 46 P.M. 51.0*	San Luis Obispo/Kern/Kings/Fresno 41
Lengthen EB & WB passing lanes	P.M. Various, Passing Lanes
San Luis Obispo 46 P.M. 56.4	Kern 46 P.M. 0.0/32.5
Truck lane near Cholame	2C to 4E - multiple units
	San Luis Obispo 46 P.M. 55.1/60.8
	SR 41/SR 46 I/C

***1998 ITIP - may include ONLY ED, PA and ED, or full funding through construction - refer to ITIP**

****Consideration for early programming of PA and ED in Nearer Term**

INTERREGIONAL IMPROVEMENT TRACK - INTERREGIONAL ROAD SYSTEM

(nonurbanized)

FOCUS ROUTES AND CORRIDORS

20 YEAR TIME HORIZON

NEARER TERM	LONGER TERM
Years 1998-2008	Years 2009-2020
1998-2004 STIPs	2006 and Future STIPs
SR 152 &156	
Santa Clara 152 P.M. 11.0/22.1*	Merced 152 P.M. 17.0/24.0**
4C to 4E	4E Bypass/Los Banos
Monterey 156 P.M. 1.3/5.6*	
2C to 4E, Castroville	
San Benito 156 P.M. 3.3/7.3*	
2C to 4E, San Juan Bautista	

***1998 ITIP - may include ONLY ED, PA and ED, or full funding through construction - refer to ITIP**

****Consideration for early programming of PA and ED in Nearer Term**

INTERREGIONAL IMPROVEMENT TRACK - INTERREGIONAL ROAD SYSTEM

(nonurbanized)

FOCUS ROUTES AND CORRIDORS

20 YEAR TIME HORIZON

NEARER TERM	LONGER TERM
Years 1998-2008	Years 2009-2020
1998-2004 STIPs	2006 and Future STIPs
SR 20 Corridor	
(Includes SR 29/53 & 49)	
Lake 29 P.M. 27.9/31.1	Nevada 20 P.M. 0.2/0.8 & 2.6/3.6
2C to 4E	Passing Lanes or Extensions
Lake 29 P.M. 31.2/36.4	Nevada 20 P.M. 25.5/26.3 & 39.6/41.2
Passing Lanes	Passing and truck climbing lanes
Placer/Nev 49 P.M. 11.2/11.4 & 0.0/2.2*	Yuba 20 P.M. 8.2/10.1
4C with continuous center turn lane	Passing Lane
Lake 53 P.M. 1.4/3.5	Lake 29 P.M. 23.9/27.9
Convert 4E to 4F	2C to 4E
	Lake 29 P.M. 30.6/40.9
	4E/F
	Nevada 49 P.M. 0.0/13.7
	4C/4E - multiple units

***1998 ITIP - may include ONLY ED, PA and ED, or full funding through construction - refer to ITIP**

****Consideration for early programming of PA and ED in Nearer Term**

INTERREGIONAL IMPROVEMENT TRACK - INTERREGIONAL ROAD SYSTEM

(nonurbanized)

FOCUS ROUTES AND CORRIDORS

20 YEAR TIME HORIZON

NEARER TERM	LONGER TERM
Years 1998-2008	Years 2009-2020
1998-2004 STIPs	2006 and Future STIPs
SR 299 Corridor	
(includes SR 44 & 36)	
Shasta 299 P.M. 0.0/5.3	Lassen 44 P.M. 14.8/53.3
Realign/Widen	Passing lanes/various locations
Shasta 299 P.M. 5.3/6.5*	Trinity 299 P.M.11.1/57.7
Lower Buckhorn - Realign/Widen	Passing Lanes/Various, Continue Projects
Shasta 299 P.M. 6.5./7.4*	Trinity 299 P.M. 49.2/54.2
Lower Buckhorn - Realign/Widen	Weaverville Bypass (later years)
Trinity 299 P.M. 11.1/57.7	
Passing Lanes/Various Locations	
Trinity 299 P.M. 26.7*	
Passing lanes near Big Bar	
Trinity 299 P.M. 71.8/72.2	
Realign/Widen	

***1998 ITIP - may include ONLY ED, PA and ED, or full funding through construction - refer to ITIP**

****Consideration for early programming of PA and ED in Nearer Term**

VIII. GATEWAYS

Nine gateways of major statewide significance are identified in the Plan. The Gateways will be primary areas for consideration of funding in the 10 percent category of the Interregional Improvement Program. The Gateways include the two largest metropolitan centers in the state. Within these two Gateways are the largest seaports, international air passenger and cargo ports, intermodal transfer facilities and distribution centers in the state and among the larger national facilities. Within the metropolitan Gateways is the Gateway to the Pacific and Pacific Trade. The Gateways include the major interstate goods movement flow corridors into the state and from Mexico. The major freight rail corridors are included. (Refer to Gateway map.)

The Gateways are:

- Mexico - Includes the Ports of Entry and the key State Routes, Routes 111, 7, 86 and 78 and unconstructed I 905. The Gateway is the North American trade route(s) into the state and for interstate connections, including into the Los Angeles Basin.

- Arizona - Includes the key Interstate routes, I-8, 10, and 40. The interstates are critical gateways for goods movement, connectivity and access into the Los Angeles Gateway and Mexico Gateway.

- Southern Nevada I-15 into and through California - A vital gateway connecting interstate goods movement in the state and linking to the Los Angeles Gateway. Connects to Route 58, an important noninterstate goods movement corridor, and to U.S. 395.

- Los Angeles and Connections - This gateway is internationally and nationally significant. The state's two largest seaports and largest international airport are within the Gateway. The area contains the largest intermodal distribution and transfer facilities on the west coast and among the largest in the nation. The major urban freeways transport the largest volumes of goods and freight through the area and are among the highest volume freeways in the nation. The freight rail system is a vital component of the Gateway.

- Grapevine and Central Valley Connections - I-5 into the Central Valley. The Grapevine is a vital Gateway into the Central Valley for goods movement and for interstate and international transport for North American trade. Provides direct access and connectivity into the I-5 corridor and other Gateway areas. The Gateway includes Routes 99 and 58 for Central Valley Connections, both Focus Routes.

- Nevada and Eastern Sierra - U.S. 395 is the major entrance from the Eastern Sierra into the state for goods and people movement and for recreational travel and tourism. Provides connectivity to Routes 14, 6, and to other IRRS High Emphasis Routes.

- Nevada and Northern Sierra- I-80 provides access across the Sierra for major interstate goods movement and transport into the Sacramento and Bay areas and connectivity to other vital Gateways.

- Bay Area and Central Valley Connections - The northern metropolitan center and valley connections for commerce and trade, intermodal transfer, freight and goods movement, and distribution facilities. The Port of Oakland and two major International air passenger and cargo centers are within the Gateway. Key intermodal facilities and distribution centers are located in it and the heaviest traveled interstate freeways in the north state provide access into the Gateway and circulation and connectivity within. Interstate-205 from the Central Valley and 580 over the Altamont are vital to access from the valley and through the Gateway for freight movement. The freight rail system is a vital component.

- Oregon - The interstate Gateway is served by I-5, U.S. 97, U.S. 199, and U.S. 101. I-5 is vital, however, U.S. 97 is a preferred corridor for many interstate truckers from Weed to Oregon due to its lower elevation, snow closures on I-5 and direct access to Eugene. The only remaining portion of U.S. 97 in California to be improved is the bypass of the small town of Dorris. Once complete, the route will be a fully improved corridor for STAA trucks.

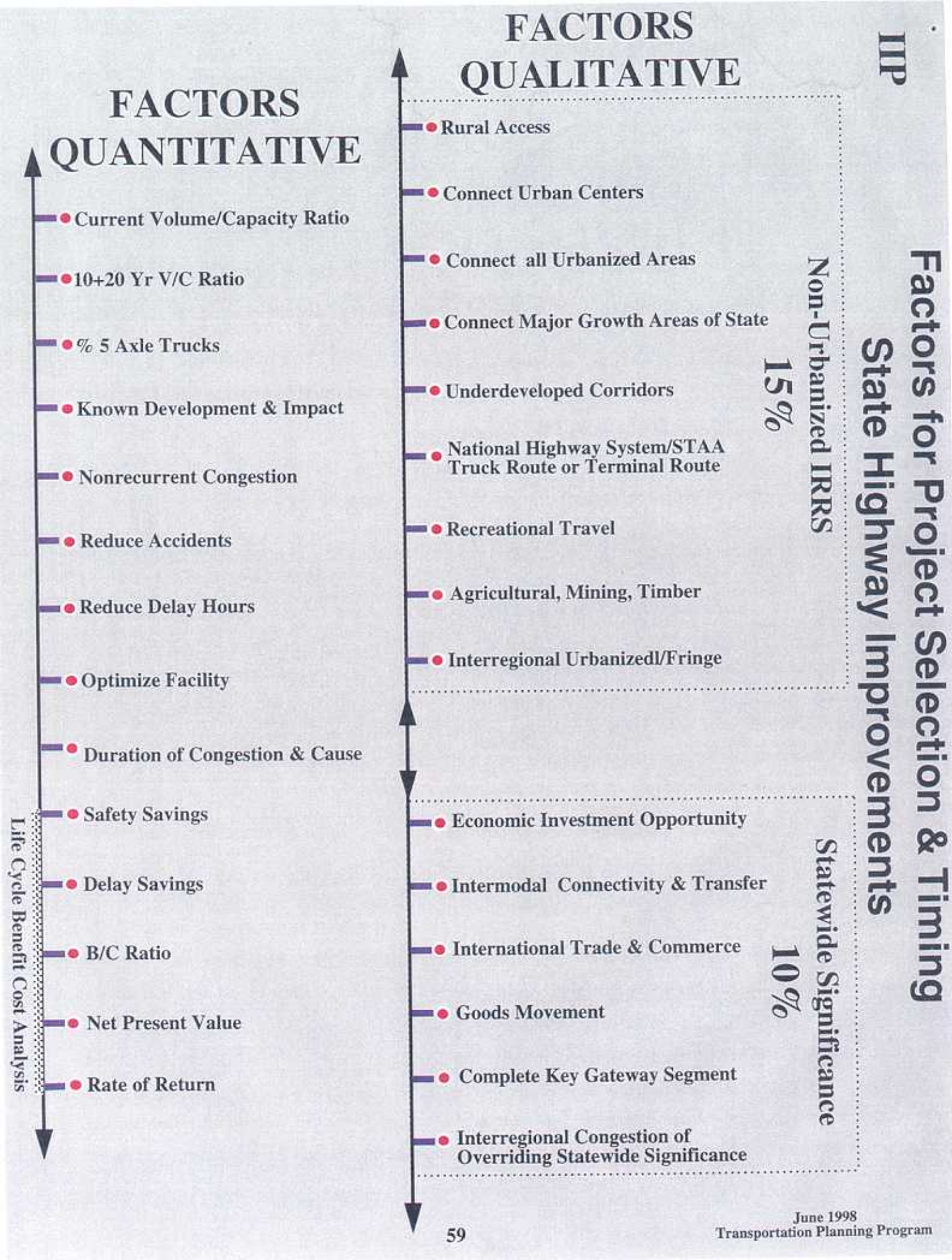
IX. FACTORS FOR TIMING AND SELECTION OF ITIP IMPROVEMENTS

IX.1. Factors for Improvements

The following chart (Factors and Timing for Project Selection) is a visual representation of qualitative and quantitative factors that will guide the selection and timing of improvements for the ITIP. The factors also framed much of the Plan itself and identification of Focus Routes and Gateways. The factors are commonly used and fairly uniformly understood within the transportation planning community. They are the basic factors for federal statewide and metropolitan planning and state regional planning. They are commonly used in Caltrans' system planning. The Intermodal Transportation Management System (ITMS) developed by Caltrans, with input from regional agencies, modal operators and other transportation providers, will also be used as a strategic analysis tool to evaluate larger state high and modal projects within a statewide, interregional, or larger regional framework. The ITMS is a macro level planning tool, however, it is a strong planning "screen level" tool for larger investment decisions.

Factors for Project Selection & Timing

State Highway Improvements



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IX.2. Coordination of Regional and Local Plans and Programs

The basic planning principles and practices for statewide and regional planning remain unchanged under SB 45. Federal transportation planning laws and regulations also remain unchanged. The federal and state laws provide a continuing framework for cooperative and coordinated planning between metropolitan and regional agencies and Caltrans. The laws reiterate the primary responsibilities of local and regional agencies to manage congestion that is localized, regional, or in some cases metropolitan area wide. The laws reiterate the primary responsibility of the state to ensure interregional mobility and statewide perspective and to coordinate plans between metropolitan areas for trip movements of larger statewide interest. Of additional and continuing importance in transportation planning practice is consideration of County and City General Plans in Regional Transportation Plans and Caltrans planning.

Below are several of the most important key planning laws and regulations that should guide joint planning with regional and local agencies for purposes of the Plan and for purposes of implementing the Interregional Improvement Program. They are not exhaustive, but represent the key legal and regulatory framework for transportation planning that will need to be a focus to meet the challenges and opportunities provided to the state and regions with SB 45.

- Continuing, Cooperative, and Comprehensive Planning - Caltrans and metropolitan and regional agencies share responsibilities for the ongoing planning process. (23 USC, Section 134 and 135; GC Section 14529.12).

- Congestion Management Programs - Regional and local congestion management (Chapter 2.6 Congestion Management, Government Code Sections 65088.1-65089.10).

- Regional Transportation Plans - To include goods movement and ISTEA planning factors. (GC Section 65080)

- Metropolitan Plans - ISTEA planning factors. Includes specific consideration of: (1) international border crossings and access to ports, airports, intermodal transportation facilities, and major freight distribution routes, (2) methods to enhance the efficient movement of freight, and the need for connectivity of roads within the metropolitan areas with roads outside the metropolitan area. (23 USC, Section 134 {f} 7, 8, and 11.)

- Statewide Plans - ISTEA planning factors - Includes specific consideration of: (1) International border crossings and access to ports, airports, intermodal transportation facilities, major freight distribution routes , (2) transportation needs of nonmetropolitan areas, (3) connectivity between metropolitan areas with the state and with metropolitan areas in other states, (4) recreational travel and tourism, (5) methods to reduce congestion and to keep it from occurring where it does not now occur, and (6) coordination of transportation plans and programs developed for metropolitan areas of the state under 23 USC 234 and reconciliation of

plans and programs as needed to ensure connectivity within transportation systems. (23 USC, Section 135{c} 4, 5, 7, 8, and 12, and {d} 1).

- Transportation Management Areas (TMAs) - for urbanized areas over 200,000 population. Includes a congestion management system that provides effective management of new and existing transportation facilities and use of travel demand reduction and operational management strategies. The TMA requirement under the responsibility of the designated Metropolitan Planning Agency. (23 USC 134{I}1,2, 3, 4.) Regulatory and specific requirements for the congestion management system - (23 CFR 500.109 {CMS} and 450.320).

- Metropolitan Investment Studies - for any major transportation investment using federal funds. Cooperative multimodal study with all planning partners having full involvement. (23 CFR 450.318.)

X. INTERCITY PASSENGER RAIL

The state funds and oversees the operation of three intercity rail passenger routes in California - the Capitols running from San Jose/Oakland to Sacramento/Colfax, the San Joaquins running from the Bay Area to Bakersfield, and the San Diegans running from San Diego to Los Angeles and San Luis Obispo. All routes are supplemented by dedicated feeder bus service. Amtrak operates these rail services under contract with the state. Attached is a map of the state intercity passenger rail system, including the dedicated feeder bus system that supplements the state-supported service. A description of the characteristics of each route is below.

Amtrak also operates trains in California on four routes as part of their "basic national system" that does not receive state support. The Coast Starlight connects Los Angeles, the Bay Area, Sacramento, and Seattle. The California Zephyr connects the Bay Area, Denver and Chicago. The Southwest Chief connects Los Angeles and Chicago. The Sunset Limited connects Los Angeles, New Orleans, and Miami. Additionally, Amtrak supports 33 percent of the San Diegans running from San Diego to Los Angeles and San Luis Obispo.

Amtrak recently received a five-year reauthorization which included labor reform provisions which in turn allowed Amtrak access to $2.3 billion in tax refunds to be used for rail capital projects. We anticipate an appropriate share of these funds will be used for projects in California. Amtrak has committed to operating without federal operating subsidies by 2002. We are expecting Amtrak to meet this goal, and that at least the existing level of Amtrak "basic national system" service (including the Amtrak share of the San Diegans) will continue to operate in California.

The central mission of the Rail Program is to, in partnership with others, take a leadership role in promoting safe, efficient, and cost effective intercity rail services that are fully integrated into the state's overall transportation system.

INTERREGIONAL TRANSPORTATION STRATEGIC PLAN
Intercity Passenger Rail and Feeder Bus Routes
State Supported Routes
Basic System Routes
Train Routes
Thruway Bus Routes
Pacific Coast Route
Capitol Route
Overland Route
San Joaquin Route
Santa Fe Route
Sunset Route
San Diegan Route
To Seattle
Klamath Falls
McKinleyville
Arcata
Eureka
Fortuna
Dunsmuir
Garberville
Willits
Ukiah
Healdsburg
Santa Rosa
Petaluma
Suisun/ Fairfield
Napa
Vallejo
Richmond
Berkeley
San Francisco
Emeryville
Oakland
Fremont
Santa Clara
San Jose
Davis
Martinez
Antioch
Sacramento
Stockton
Redding
Red Bluff
Chico
Oroville
Marysville
Grass Valley
Nevada City
Colfax
Auburn
Roseville
Placerville
Tahoe Wye
To Chicago
Sparks
Reno
Truckee
Carson City
Stateline Casinos
Livermore
Riverbank
Turlock
Merced
Yosemite
Madera
Fresno
Hanford
Corcoran
Wasco
Bakersfield
Tehachapi
Mojave
Lancaster
Palmdale
Barstow
Las Vegas
Victorville
Santa Cruz
Watsonville
Gilroy
Salinas
Monterey
CSUMB
Soledad
King City
Paso Robles
Atascadero
San Luis Obispo
Grover Beach
Santa Maria
Lompoc
Solvang
Santa Barbara
Carpinteria
Ventura
Oxnard
Camarillo
Moorpark
Chatsworth
Fillmore
Santa Clarita
Simi Valley
Van Nuys
Burbank Airport
Los Angeles
Glendale
Pasadena
Commerce
Claremont
Ontario
Fullerton
Riverside
San Bernardino
Torrance
Long Beach
Santa Ana
Anaheim
Irvine
San Juan Capistrano
San Clemente
Oceanside
Solana Beach
San Diego
Palm Springs
Palm Desert
Indio
Needles
To Chicago
Yuma
To New Orleans and Florida
62
June 1998
Rail Program
ca-syst-map

This intercity rail network should provide (1) an alternative to the state highway network, thus offering the traveling public an additional transportation choice, (2) relieve congestion on the existing highway network, and (3) contribute to improving air quality through a reduction in highway congestion and a reduction in vehicle miles traveled.

The Rail Program also administers procurement of state-owned California Cars and locomotives, monitors and ensures compliance with car warranty provisions, and coordinates maintenance efforts between the car manufacturer and Amtrak.

Annual operational and financial goals for the three rail corridors are developed in the annual Corridor Strategic Business Plans.

X.1. Intercity Rail Performance Standards

The state has recently developed performance standards for each of its three routes. These standards are contained in the Business, Transportation and Housing Agency's December 31, 1997 Intercity Passenger Rail Act of 1996 Report to the State Legislature. A summary of this Report is included below.

The Report is required under Section 14031.8(f) of the Government Code which states: "Not later than December 31, 1997, the secretary shall establish a set of uniform performance standards for all corridors and operators to control cost and improve efficiency."

Three primary uniform performance standards and separate targets for each standard with respect to each of the corridors have been developed for federal Fiscal Years 1997-98, 1998-99, and 1999-2000. Generally, the performance standards for 1997-98 and 1998-99 are based on the revenue, cost, loss and ridership projections embedded in the Amtrak contract and cost estimate for these years. The performance standards for 1999-2000 are based on the Caltrans estimate that, on all routes, ridership and revenue will increase by 5 percent, and costs by 3 percent over the prior year.

However, the farebox ratios for 1997-98 through 1999-2000 reflect targets that are slightly higher than the Amtrak projections for 1997-98 and 1998-99 or the Caltrans projection for 1999-2000 because aggressive marketing, rigorous cost control management, and stringent operations management can produce better results.

The following table shows actual state Fiscal Year 1996-97 performance and performance targets for federal Fiscal Years 1997-98, 1998-99 and 1999-2000 for each corridor for the following performance standards: Route Ridership, Farebox Ratio, and On-time Performance.

PERFORMANCE STANDARDS

FOR THREE CALIFORNIA INTERCITY RAIL PASSENGER CORRIDORS				
	Actual SFY 96/7	FFY 97/8	FFY 98/9	FFY 99/00
CAPITOL CORRIDOR				
Route Ridership (000)	497	536	716	752
Farebox Return	28.9%	30.0%	31.0%	32.0%
On-Time Performance	70.0%	80.0%	90.0%	90.0%
SAN JOAQUIN CORRIDOR				
Route Ridership (000)	653	691	799	839
Farebox Return	40.0%	41.0%	42.0%	43.0%
On-Time Performance	58.0%	75.0%	80.0%	85.0%
SAN DIEGAN CORRIDOR **				
Route Ridership (000)	1,618	1,793	1,844	1,936
Farebox Return	37.4%	38.0%	41.4%	42.2%
On-Time Performance	75.0%	78.0%	80.0%	90.0%

** State portion only

The most significant influence on route ridership is additional service. On the San Diegans new service was added in 1997-98, with a projected 16 percent ridership increase. On the San Joaquins the fifth round trip (Bakersfield-Sacramento) is projected to be added in 1998-99, with a projected 15.6 percent ridership increase. On the Capitols the fifth and sixth trains are projected to be added in 1998-99, with a 33.6 percent ridership increase.

The most significant influence on the farebox ratio (total train and bus revenue divided by total train and bus cost) was the change in the cost basis in 1996-97. In 1995-96 Amtrak charged the state based on long-term avoidable loss. In 1996-97, and thereafter, Amtrak changed the cost basis to fully allocated loss. The significance of the change is that the state is charged for more of the costs attributed to a route's operation than previously. Thus, given the same financial performance of a route, the farebox ratio would fall under the new cost basis.

On-time performance is directly related to the major capital improvement projects on each route. On the San Joaquins, the major track and signal project between Stockton and Bakersfield is just nearing completion. This will allow the on-time performance to jump from 58 percent in 1996-97 to 75 percent in 1997-98. On the Capitols, the contract for the major track and signal project to be completed in early 1999 calls for 90 percent on-time performance upon the completion of the project. On the San Diegans, a major track and signal project is just commencing on the north end of the route which is projected to significantly improve on-time performance by 1999-2000.

X.2. INTERCITY RAIL ROUTE CHARACTERISTICS

X.2.1. San Diegan Corridor

This is the most mature of the three corridors, and state participation began in 1976 with institution of a fourth daily round trip between San Diego and Los Angeles at a time when annual ridership on the route was 390,000.

At the present date, the route extends 351 rail miles between San Diego and San Luis Obispo and supports Amtrak service consisting of ten daily round trips between San Diego and Los Angeles, four round trips between Los Angeles and Santa Barbara, and one daily round trip between Santa Barbara and San Luis Obispo. Top speeds are currently 90 miles per hour on portions of the Los Angeles-Solana Beach segment and 79 miles per hour in other areas. In Fiscal Year 1996-97, the San Diegan Corridor carried 1.6 million passengers. Since that time, service frequency has been increased between Los Angeles and San Diego.

Travel patterns on the corridor are dispersed, with San Diego significantly outperforming Los Angeles as a traffic generator. Santa Barbara is also an extremely strong market, considering its size and frequency of service. South of Los Angeles, most northward trips have Los Angeles as a destination. North of Los Angeles, most southward trips have Orange County or San Diego stations as destinations.

Unlike other California corridors, bus feeder service has diminished to become a relatively minor part of the service, partially because train service has been increased as opportunities for train extensions occurred in the past ten years.

X.2.2. San Joaquin Corridor

This corridor is the "backbone" of the intercity rail system in California, providing a link between the Bay Area, Southern California, and intermediate points. The original San Joaquin corridor service**,** initiated in 1972, consisted of a single round trip between Oakland and Bakersfield and carried about 60,000 passengers annually until 1979. State participation created a feeder bus network that extended the corridor's reach statewide, with guaranteed bus connections between Bakersfield and Southern California, with dedicated connections to Eureka, Redding, Las Vegas, Indio, and San Diego. In the past six years, track improvements have increased track capacity allowing an increase of frequency to four trains daily. This has produced a major increase in ridership--653,000 for Fiscal Year 1996-97.

Feeder buses are an extremely important feature of the service, with passengers originating or concluding their trip with a feeder bus producing the majority of train revenue. Southern California stations served via bus feeders are the largest revenue market, because of high yields per passenger. Fresno and Sacramento are the next two largest markets.

X.2.3. Capitol Corridor

The San Jose-Oakland-Sacramento-Roseville route is the newest corridor, and began service in December 1991. At present it has four round trips, three of which extend to San Jose. One of these trains extends to Roseville and Colfax (starting in January 1998). Ridership totaled 497,000 for Fiscal Year 1996-97, a strong performance for the level of service provided.

A major track work program is underway which will increase corridor speeds between Oakland and Sacramento and allow additional frequencies. The largest single traffic generator on the route is Sacramento, but about 40 percent of route revenue comes from persons transferring from the dedicated feeder bus service which is shared with the San Joaquins.

X.3. Intercity Passenger Rail Development Policy

The guiding policy for the state intercity rail system is to preserve and enhance the effectiveness of the current three corridor intercity rail system, including its dedicated feeder bus system. This system, as described above, provides access to most parts of the state - both urban and rural. The five main strategic goals for the Rail Program are as follows:

- Increase speeds and reduce running times on all routes, thus enhancing their efficiency and effectiveness as a transportation alternative. The goal is to incrementally upgrade speeds on all routes to the maximum that is operationally practicable and financially prudent. Such steps serve as incremental improvements leading towards high speed rail service.

- Increase capacity on all three routes consistent with support by adequate ridership demand, and operational feasibility made possible by the major capital projects which have either been completed, are currently in progress, or planned on each route. Capacity increasing projects would include new sidings and double track segments, and new stations and station expansions to allow for ridership growth.

- Improve reliability and on-time performance through track, signal and station projects, as well as improvements to rolling stock, and operational innovations such as advanced ticketing systems.

- Protect the state investment in rolling stock through careful monitoring of California Car warranty provisions and oversight of maintenance. Additionally, construction of modern maintenance facilities will further this goal.

- Comply with all federal and state safety and public facility requirements, including the upgrade of facilities to comply with the Americans with Disabilities Act (ADA) and improvements to highway/railroad grade crossings on passenger routes.

X.4. Specific Plans For Each Rail Corridor

X.4.1. San Diegans

The specific goals for the San Diegans are to:

- The continuing increase in demand for both passenger - intercity and commuter, and freight services in the corridor, leaves a serious need for increased capacity. Increase capacity by implementing track and signal projects, including additional double tracking of line segments, sidings and upgrading or highway/rail crossings. Additionally, station expansions, including additional parking will allow needed additional passenger capacity.

- Improve on-time performance and reliability by completion of projects such as signal and track improvements between Moorpark and Santa Barbara.

- In the long-term institute hourly service between San Diego and Los Angeles. Currently ten daily round trips are operating between San Diego and Los Angeles. The Plan is to increase frequencies, as demand and funding allow, to approximately 14 round trips.

- Extend service to Sacramento via the Bay Area through a connection with the Capitols. On the north end of the route the long-

term plan is to evaluate the need for increases in frequencies south of San Luis Obispo as demand and funding allow.

X.4.2. San Joaquins

The specific goals for the San Joaquins are to:

- Increase frequencies from four to six trains a day, including direct train service to Sacramento. An increase from four to five trains is proposed for 1998-99. This fifth train would provide service from Bakersfield to Sacramento. The extension of the San Joaquins to Sacramento has long been planned and would constitute a major service enhancement. An increase from five to six trains a day would be implemented when demand merits and it is operationally feasible. Projects to increase capacity, including station projects, would be included in this goal.

- Increase maximum speeds up to 110 mph where track configuration and operational constraints allow. Currently more than $140 million in capital projects are completed, underway or programmed; many of these projects will increase speeds. Caltrans is also working with the railroads that own the track the San Joaquins operate over to identify capital projects to increase speeds.

- Increase reliability through the improvement of the Oakland maintenance facility, by improving the ability to maintain the state's fleet of rail passenger equipment.

X.4.3. Capitols

The specific goals for the Capitols are to:

- The route was extended to Colfax on January 26, 1998. A future extension to Reno may also be possible.

- Increase frequencies to ten round trips a day. The long-range plan for this route has always been an increase to ten round trips. The state has an agreement with the Union Pacific railroad to provide $56.8 million for a major capital improvement project to add capacity for up to a total of 16 intercity trains and to decrease running times. Fifth and sixth round trips are planned for 1998-99.

- Reduce running times and increase reliability. As is noted in the bullet above, the ongoing major capital improvement project will reduce running times and increase reliability. Station projects will also improve reliability by enhancing the passenger amenities needed to handle current passenger loads.

- Extend service to Los Angeles via the Coast Route and connecting with the San Diegans. This initiative is mentioned above under the San Diegan route.

XI. INTERREGIONAL MASS TRANSIT GUIDEWAYS

This portion of the Plan will be developed for the 2000 Interregional Strategic Plan (ITSP) update in cooperation with interregional rail operators, other modal operators, regional transportation planning agencies, county transportation commissions, the California Transportation Commission and other interested groups. It will also use the products from the ongoing Transportation System Performance Measures effort which is part of the 1998 California Transportation Plan update (products anticipated June 30, 1998).

XII. FREIGHT RAIL

This portion of the Plan will be developed for the 2000 Interregional Strategic Plan (ITSP) based on: 1) the products of the 1998 California Transportation Plan Update . . . Modules 1 and 2: Statewide Goods Movement Strategy and Transportation System Performance Measures (final products are expected June 30, 1998 for both modules), and (2) continuing input from the intermodal and freight movement industry, port operators, regional transportation agencies, county transportation commissions, the California Transportation Commission and other interested groups.

APPENDIX A

IRRS ROUTES LEGISLATIVE DESCRIPTION

(Streets and Highways Code, Sections 164.10-164.20)

For purposes of subdivision (e) of Section 164.3, the eligible interregional and intercounty routes include all of the following:

Route 1. *

Route 2, between the north urban limits of Los Angeles-Long Beach and Route 138.

Route 4, between the east urban limits of Antioch-Pittsburg and Route 89.

Route 5. *

Route 6. *

Route 7. *

Route 8. *

Route 9, between the north urban limits of Santa Cruz and the south urban limits of San Jose.

Route 10, between the east urban limits of San Bernardino-Riverside and the Arizona state line.

Route 12. *

Route 14. *

Route 15. *

Route 16, between the east urban limits of Sacramento and Route 49.

Route 17, between the north urban limits of Santa Cruz and the south urban limits of San Jose.

Route 18, between the north urban limits of San Bernardino-Riverside and Route 138.

Route 20. *

Route 25, between Route 146 and Route 101 in San Benito County.

Route 28. *

Route 29. *

Route 36, between Route 5 and Route 395.

Route 37, between the east urban limits of San Francisco-Oakland near Novato and the west urban limits of San Francisco-Oakland near Vallejo.

Route 38, between the east urban limits of San Bernardino-Riverside and Route 18 west of Big Bear Lake.

Route 40. *

Route 41, between Route 1 and Yosemite National Park.

Route 44, between the east urban limits of Redding and Route 36.

Route 46, between Route 1 and Route 99.

Route 49, between Route 41 and Route 89.

Route 50. *

Route 53. *

Route 58, between Route 5 and Route 15.

Route 62. *

Route 63, between the north urban limits of Visalia and Route 180.

Route 65, between the north urban limits of Bakersfield and Route 198 near Exeter, and between Route 80 and Route 99 near Yuba City.

Route 68. *

Route 70, between Route 99 north of Sacramento and Route 395.

Route 74. *

Route 78. *

Route 79, between Route 8 and Route 10.

Route 80. *

Route 86, between Route 111 in Brawley and Route 10.

Route 88. *

Route 89. *

Route 94, except within the urban limits of the County of San Diego.

Route 95, between Route 10 and the Nevada state line.

Route 97. *

Route 98, between Route 111 and Route 7.

Route 99, with routing to be determined via Route 70 or via Route 99 between Route 70 north of Sacramento and Route 149 north of Oroville.

Route 101. *

Route 108, between Route 120 at Yosemite Junction and Route 395.

Route 111, between the Mexico border near Calexico and Route 10 near Whitewater.

Route 113, between Route 80 and Route 5.

Route 116, between Route 1 and Route 12.

Route 120, between Route 5 and Route 395.

Route 126, between the east urban limits of Oxnard-Ventura-Thousand Oaks and Route 5.

Route 127. *

Route 128. *

Route 129, between Route 1 and Route 101.

Route 132, west of Route 99.

Route 138, between Route 5 and Route 18.

Route 139, between Route 299 and the Oregon state line.

Route 140, between the east urban limits of Merced and Yosemite National Park.

Route 146, between Route 101 and Pinnacles National Monument.

Route 149. *

Route 152, between Route 101 and Route 99.

Route 154. *

Route 156, between Route 1 and Route 152.

Route 160, between the north urban limits of Antioch-Pittsburg and the south urban limits of Sacramento.

Route 168, between the east urban limits of Fresno and Route 168 at Florence Lake Road, and between Route 168 near Lake Sabrina and Route 395.

Route 178, between the east urban limits of Bakersfield and Route 14.

Route 180, between the east urban limits of Fresno and Kings Canyon National Park.

Route 188. *

Route 190, between Route 65 and Route 127.

Route 198, between Route 5 and the Sequoia National Park.

Route 199. *

Route 203. *

Route 205. *

Route 207. *

Route 215. *

Route 243. *

Route 267. *

Route 299, between Route 101 and Route 89, and between Route 139 and Route 395.

Route 330, between the north urban limits of San Bernardino-Riverside and Route 18.

Route 371. *

Route 395. *

Route 505. *

Route 580. *

Route 680. *

Route 905, except within the urban limits of San Diego.

APPENDIX E: Transportation Management Systems Project List

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County	Route	Post Miles	Status	TMS Element
RIV	10	7.5	Programmed	Vehicle Detection Station
RIV	10	9	Programmed	Vehicle Detection Station
RIV	10	10.5	Programmed	Vehicle Detection Station
RIV	10	12	Programmed	Vehicle Detection Station
RIV	10	13.4	Programmed	Vehicle Detection Station
RIV	10	14.7	Programmed	Vehicle Detection Station
RIV	10	16.3	Programmed	Vehicle Detection Station
RIV	10	18	Programmed	Vehicle Detection Station
RIV	10	19.4	Programmed	Vehicle Detection Station
RIV	10	21.7	Programmed	Vehicle Detection Station
RIV	10	24.3	Programmed	Vehicle Detection Station
RIV	10	26.1	Programmed	Vehicle Detection Station
RIV	10	28.5	Programmed	Vehicle Detection Station
RIV	10	30.8	Programmed	Vehicle Detection Station
RIV	10	33.1	Programmed	Vehicle Detection Station
RIV	10	35.6	Programmed	Vehicle Detection Station
RIV	10	38	Programmed	Vehicle Detection Station
RIV	10	40.4	Programmed	Vehicle Detection Station
RIV	10	42.7	Programmed	Vehicle Detection Station
RIV	10	45.4	Programmed	Vehicle Detection Station
RIV	10	48	Programmed	Vehicle Detection Station
RIV	10	50.5	Programmed	Vehicle Detection Station
RIV	10	52.7	Programmed	Vehicle Detection Station
RIV	10	54.7	Programmed	Vehicle Detection Station
RIV	10	57	Programmed	Vehicle Detection Station
RIV	10	58.9	Programmed	Vehicle Detection Station
RIV	10	61.1	Programmed	Vehicle Detection Station
RIV	10	64.7	Programmed	Vehicle Detection Station
RIV	10	67.6	Programmed	Vehicle Detection Station
RIV	10	70.2	Programmed	Vehicle Detection Station
RIV	10	72.9	Programmed	Vehicle Detection Station
RIV	10	75.7	Programmed	Vehicle Detection Station
RIV	10	78.5	Programmed	Vehicle Detection Station
RIV	10	81.2	Programmed	Vehicle Detection Station
RIV	10	84.2	Programmed	Vehicle Detection Station
RIV	10	86.9	Programmed	Vehicle Detection Station
RIV	10	89.8	Programmed	Vehicle Detection Station
RIV	10	92.7	Programmed	Vehicle Detection Station
RIV	10	95.4	Programmed	Vehicle Detection Station
RIV	10	98	Programmed	Vehicle Detection Station
RIV	10	100.4	Programmed	Vehicle Detection Station
RIV	10	103.4	Programmed	Vehicle Detection Station
RIV	10	106.2	Programmed	Vehicle Detection Station
RIV	10	109.2	Programmed	Vehicle Detection Station
RIV	10	111.8	Programmed	Vehicle Detection Station

County	Route	Post Miles	Status	TMS Element
RIV	10	114.4	Programmed	Vehicle Detection Station
RIV	10	116.8	Programmed	Vehicle Detection Station
RIV	10	119.6	Programmed	Vehicle Detection Station
RIV	10	122.2	Programmed	Vehicle Detection Station
RIV	10	125.1	Programmed	Vehicle Detection Station
RIV	10	127.9	Programmed	Vehicle Detection Station
RIV	10	130.9	Programmed	Vehicle Detection Station
RIV	10	134	Programmed	Vehicle Detection Station
RIV	10	136.8	Programmed	Vehicle Detection Station
RIV	10	139.3	Programmed	Vehicle Detection Station
RIV	10	141.9	Programmed	Vehicle Detection Station
RIV	10	144.4	Programmed	Vehicle Detection Station
RIV	10	146.9	Programmed	Vehicle Detection Station
RIV	10	149.5	Programmed	Vehicle Detection Station
RIV	10	152.2	Programmed	Vehicle Detection Station
RIV	10	154.8	Programmed	Vehicle Detection Station
SBD	10	12.15	Programmed	Vehicle Detection Station
SBD	10	17.3	Programmed	Vehicle Detection Station
SBD	10	19.1	Programmed	Vehicle Detection Station
SBD	10	23.9	Programmed	Vehicle Detection Station
SBD	10	23.9	Programmed	Vehicle Detection Station
SBD	10	24.2	Programmed	Vehicle Detection Station
SBD	10	24.4	Programmed	Vehicle Detection Station
SBD	10	24.4	Programmed	Vehicle Detection Station
SBD	10	25.3	Programmed	Vehicle Detection Station
SBD	10	26.1	Programmed	Vehicle Detection Station
SBD	10	26.5	Programmed	Vehicle Detection Station
SBD	10	26.8	Programmed	Vehicle Detection Station
SBD	10	27.6	Programmed	Vehicle Detection Station
SBD	10	27.9	Programmed	Vehicle Detection Station
SBD	10	28.4	Programmed	Vehicle Detection Station
SBD	10	29.1	Programmed	Vehicle Detection Station
SBD	10	30.3	Programmed	Vehicle Detection Station
SBD	10	30.7	Programmed	Vehicle Detection Station
SBD	10	30.9	Programmed	Vehicle Detection Station
SBD	10	39.1	Programmed	Vehicle Detection Station
SBD	10	39.1	Programmed	Vehicle Detection Station
RIV	15	31.39	Programmed	Vehicle Detection Station
RIV	15	31.39	Programmed	Vehicle Detection Station
RIV	15	33.63	Programmed	Vehicle Detection Station
RIV	15	33.63	Programmed	Vehicle Detection Station
RIV	15	35.97	Programmed	Vehicle Detection Station
RIV	15	35.97	Programmed	Vehicle Detection Station
RIV	15	38.16	Programmed	Vehicle Detection Station
RIV	15	38.16	Programmed	Vehicle Detection Station
RIV	15	38.53	Programmed	Vehicle Detection Station
RIV	15	38.53	Programmed	Vehicle Detection Station

County	Route	Post Miles	Status	TMS Element
SBD	15	14.9	Programmed	Vehicle Detection Station
SBD	15	17.4	Programmed	Vehicle Detection Station
SBD	15	19.3	Programmed	Vehicle Detection Station
SBD	15	21.5	Programmed	Vehicle Detection Station
SBD	15	23.2	Programmed	Vehicle Detection Station
SBD	15	23.3	Programmed	Vehicle Detection Station
SBD	15	25.3	Programmed	Vehicle Detection Station
SBD	15	25.3	Programmed	Vehicle Detection Station
SBD	15	28.9	Programmed	Vehicle Detection Station
SBD	15	31.1	Programmed	Vehicle Detection Station
SBD	15	32.6	Programmed	Vehicle Detection Station
SBD	15	33.9	Programmed	Vehicle Detection Station
SBD	15	35.5	Programmed	Vehicle Detection Station
SBD	15	37.4	Programmed	Vehicle Detection Station
SBD	15	38.8	Programmed	Vehicle Detection Station
SBD	15	40.1	Programmed	Vehicle Detection Station
SBD	15	41.6	Programmed	Vehicle Detection Station
SBD	15	43.3	Programmed	Vehicle Detection Station
SBD	15	44.8	Programmed	Vehicle Detection Station
SBD	15	46.3	Programmed	Vehicle Detection Station
SBD	15	47.8	Programmed	Vehicle Detection Station
SBD	15	50.5	Programmed	Vehicle Detection Station
SBD	15	52.5	Programmed	Vehicle Detection Station
SBD	15	54.7	Programmed	Vehicle Detection Station
SBD	15	56.7	Programmed	Vehicle Detection Station
SBD	15	58.9	Programmed	Vehicle Detection Station
SBD	15	60.9	Programmed	Vehicle Detection Station
SBD	15	63	Programmed	Vehicle Detection Station
SBD	15	65.6	Programmed	Vehicle Detection Station
SBD	15	67.6	Programmed	Vehicle Detection Station
SBD	15	69.7	Programmed	Vehicle Detection Station
SBD	15	70.6	Programmed	Vehicle Detection Station
SBD	15	72.3	Programmed	Vehicle Detection Station
SBD	15	73.9	Programmed	Vehicle Detection Station
SBD	15	76	Programmed	Vehicle Detection Station
SBD	15	78.1	Programmed	Vehicle Detection Station
SBD	15	80.9	Programmed	Vehicle Detection Station
SBD	15	83.7	Programmed	Vehicle Detection Station
SBD	15	85.6	Programmed	Vehicle Detection Station
SBD	15	88	Programmed	Vehicle Detection Station
SBD	15	90.1	Programmed	Vehicle Detection Station
SBD	15	92.6	Programmed	Vehicle Detection Station
SBD	15	95	Programmed	Vehicle Detection Station
SBD	15	97.8	Programmed	Vehicle Detection Station
SBD	15	100.6	Programmed	Vehicle Detection Station
SBD	15	103.2	Programmed	Vehicle Detection Station
SBD	15	105.9	Programmed	Vehicle Detection Station

County	Route	Post Miles	Status	TMS Element
SBD	15	108.6	Programmed	Vehicle Detection Station
SBD	15	111	Programmed	Vehicle Detection Station
SBD	15	113.6	Programmed	Vehicle Detection Station
SBD	15	116.1	Programmed	Vehicle Detection Station
SBD	15	118.5	Programmed	Vehicle Detection Station
SBD	15	121	Programmed	Vehicle Detection Station
SBD	15	123.6	Programmed	Vehicle Detection Station
SBD	15	126.1	Programmed	Vehicle Detection Station
SBD	15	128.7	Programmed	Vehicle Detection Station
SBD	15	131.4	Programmed	Vehicle Detection Station
SBD	15	116.1	Programmed	Vehicle Detection Station
SBD	15	118.5	Programmed	Vehicle Detection Station
SBD	15	121	Programmed	Vehicle Detection Station
SBD	15	123.6	Programmed	Vehicle Detection Station
SBD	15	126.1	Programmed	Vehicle Detection Station
SBD	15	128.7	Programmed	Vehicle Detection Station
SBD	15	131.4	Programmed	Vehicle Detection Station
SBD	15	133.9	Programmed	Vehicle Detection Station
SBD	15	135.8	Programmed	Vehicle Detection Station
SBD	15	138.3	Programmed	Vehicle Detection Station
SBD	15	143.5	Programmed	Vehicle Detection Station
SBD	15	146	Programmed	Vehicle Detection Station
SBD	15	146.3	Programmed	Vehicle Detection Station
SBD	15	148.7	Programmed	Vehicle Detection Station
SBD	15	151.4	Programmed	Vehicle Detection Station
SBD	15	153.6	Programmed	Vehicle Detection Station
SBD	15	156.4	Programmed	Vehicle Detection Station
SBD	15	158.8	Programmed	Vehicle Detection Station
SBD	15	161.3	Programmed	Vehicle Detection Station
SBD	15	163.5	Programmed	Vehicle Detection Station
SBD	15	166.1	Programmed	Vehicle Detection Station
SBD	15	168.5	Programmed	Vehicle Detection Station
SBD	15	170.9	Programmed	Vehicle Detection Station
SBD	15	173.2	Programmed	Vehicle Detection Station
SBD	15	173.5	Programmed	Vehicle Detection Station
SBD	15	175.9	Programmed	Vehicle Detection Station
SBD	15	178.4	Programmed	Vehicle Detection Station
SBD	15	180.8	Programmed	Vehicle Detection Station
SBD	15	183.4	Programmed	Vehicle Detection Station
SBD	15	185.9	Programmed	Vehicle Detection Station
RIV	91	0.4	Programmed	Vehicle Detection Station
RIV	91	1.6	Programmed	Vehicle Detection Station
RIV	91	2.0	Programmed	Vehicle Detection Station
RIV	91	2.6	Programmed	Vehicle Detection Station
RIV	91	3.0	Programmed	Vehicle Detection Station
RIV	91	3.8	Programmed	Vehicle Detection Station
RIV	91	4.2	Programmed	Vehicle Detection Station

County	Route	Post Miles	Status	TMS Element
RIV	91	4.8	Programmed	Vehicle Detection Station
RIV	91	5.2	Programmed	Vehicle Detection Station
RIV	91	5.5	Programmed	Vehicle Detection Station
RIV	215	9.6	Programmed	Vehicle Detection Station
RIV	215	9.6	Programmed	Vehicle Detection Station
RIV	215	10.3	Programmed	Vehicle Detection Station
RIV	215	10.3	Programmed	Vehicle Detection Station
RIV	215	10.9	Programmed	Vehicle Detection Station
RIV	215	10.9	Programmed	Vehicle Detection Station
RIV	215	13.5	Programmed	Vehicle Detection Station
RIV	215	13.5	Programmed	Vehicle Detection Station
RIV	215	21.8	Programmed	Vehicle Detection Station
RIV	215	21.8	Programmed	Vehicle Detection Station
RIV	215	22.4	Programmed	Vehicle Detection Station
RIV	215	22.4	Programmed	Vehicle Detection Station
RIV	215	24.9	Programmed	Vehicle Detection Station
RIV	215	24.9	Programmed	Vehicle Detection Station
RIV	215	26.0	Programmed	Vehicle Detection Station
RIV	215	26.0	Programmed	Vehicle Detection Station
RIV	215	32.5	Programmed	Vehicle Detection Station
RIV	215	32.5	Programmed	Vehicle Detection Station
RIV	215	34.3	Programmed	Vehicle Detection Station
RIV	215	35.7	Programmed	Vehicle Detection Station
RIV	215	35.7	Programmed	Vehicle Detection Station
RIV	215	35.8	Programmed	Vehicle Detection Station
RIV	215	35.8	Programmed	Vehicle Detection Station
RIV	215	R35.9	Programmed	Vehicle Detection Station
RIV	215	37.5	Programmed	Vehicle Detection Station
RIV	215	43.9	Programmed	Vehicle Detection Station
SBD	215	0.5	Programmed	Vehicle Detection Station
SBD	215	1.3	Programmed	Vehicle Detection Station
SBD	215	2.7	Programmed	Vehicle Detection Station
SBD	215	5.1	Programmed	Vehicle Detection Station
SBD	215	5.6	Programmed	Vehicle Detection Station
SBD	215	6.6	Programmed	Vehicle Detection Station
SBD	215	6.9	Programmed	Vehicle Detection Station
SBD	215	7.1	Programmed	Vehicle Detection Station
SBD	215	7.8	Programmed	Vehicle Detection Station
SBD	215	7.8	Programmed	Vehicle Detection Station
SBD	215	8.5	Programmed	Vehicle Detection Station
SBD	215	8.5	Programmed	Vehicle Detection Station
SBD	215	9.1	Programmed	Vehicle Detection Station
SBD	215	9.1	Programmed	Vehicle Detection Station
SBD	215	9.5	Programmed	Vehicle Detection Station
SBD	215	10.4	Programmed	Vehicle Detection Station
SBD	215	10.4	Programmed	Vehicle Detection Station
RIV	10	7.4	Proposed	Vehicle Detection Station

County	Route	Post Miles	Status	TMS Element
RIV	10	9.15	Proposed	Vehicle Detection Station
RIV	10	11.2	Proposed	Vehicle Detection Station
SBD	10	1.7	Proposed	Vehicle Detection Station
SBD	10	24.1	Proposed	Vehicle Detection Station
RIV	15	38.4	Proposed	Vehicle Detection Station
SBD	15	5.2	Proposed	Vehicle Detection Station
SBD	15	9.0	Proposed	Vehicle Detection Station
SBD	15	13.0	Proposed	Vehicle Detection Station
SBD	15	14.4	Proposed	Vehicle Detection Station
SBD	15	14.4	Proposed	Vehicle Detection Station
SBD	15	15.2	Proposed	Vehicle Detection Station
SBD	15	15.74	Proposed	Vehicle Detection Station
SBD	15	17.02	Proposed	Vehicle Detection Station
SBD	15	17.58	Proposed	Vehicle Detection Station
SBD	15	18.02	Proposed	Vehicle Detection Station
SBD	15	19.07	Proposed	Vehicle Detection Station
SBD	15	19.82	Proposed	Vehicle Detection Station
SBD	15	20.31	Proposed	Vehicle Detection Station
SBD	15	20.81	Proposed	Vehicle Detection Station
SBD	15	21.12	Proposed	Vehicle Detection Station
SBD	15	21.81	Proposed	Vehicle Detection Station
SBD	15	22.8	Proposed	Vehicle Detection Station
SBD	15	23.23	Proposed	Vehicle Detection Station
SBD	15	23.42	Proposed	Vehicle Detection Station
SBD	15	23.42	Proposed	Vehicle Detection Station
SBD	15	23.98	Proposed	Vehicle Detection Station
SBD	15	24.48	Proposed	Vehicle Detection Station
SBD	15	25.1	Proposed	Vehicle Detection Station
SBD	15	25.22	Proposed	Vehicle Detection Station
SBD	15	25.99	Proposed	Vehicle Detection Station
SBD	15	26.09	Proposed	Vehicle Detection Station
SBD	15	28.577	Proposed	Vehicle Detection Station
SBD	15	31.692	Proposed	Vehicle Detection Station
SBD	15	34.1	Proposed	Vehicle Detection Station
SBD	15	40.43	Proposed	Vehicle Detection Station
SBD	15	45	Proposed	Vehicle Detection Station
SBD	15	47	Proposed	Vehicle Detection Station
SBD	15	49	Proposed	Vehicle Detection Station
SBD	15	51	Proposed	Vehicle Detection Station
SBD	15	53	Proposed	Vehicle Detection Station
SBD	15	55	Proposed	Vehicle Detection Station
SBD	15	57	Proposed	Vehicle Detection Station
SBD	15	59	Proposed	Vehicle Detection Station
SBD	15	61	Proposed	Vehicle Detection Station
SBD	15	63	Proposed	Vehicle Detection Station
SBD	15	65	Proposed	Vehicle Detection Station
SBD	15	67	Proposed	Vehicle Detection Station

County	Route	Post Miles	Status	TMS Element
SBD	15	69	Proposed	Vehicle Detection Station
SBD	15	71	Proposed	Vehicle Detection Station
SBD	15	75	Proposed	Vehicle Detection Station
SBD	30	23.1	Proposed	Vehicle Detection Station
SBD	30	23.94	Proposed	Vehicle Detection Station
SBD	30	24.9	Proposed	Vehicle Detection Station
SBD	30	25.58	Proposed	Vehicle Detection Station
SBD	30	27.05	Proposed	Vehicle Detection Station
SBD	30	27.89	Proposed	Vehicle Detection Station
SBD	30	29.23	Proposed	Vehicle Detection Station
SBD	30	30.4	Proposed	Vehicle Detection Station
SBD	30	31.3	Proposed	Vehicle Detection Station
SBD	30	32.14	Proposed	Vehicle Detection Station
SBD	58	4.7	Proposed	Vehicle Detection Station
SBD	58	5.7	Proposed	Vehicle Detection Station
SBD	58	7.7	Proposed	Vehicle Detection Station
SBD	58	13	Proposed	Vehicle Detection Station
SBD	58	19	Proposed	Vehicle Detection Station
SBD	58	25	Proposed	Vehicle Detection Station
SBD	58	30	Proposed	Vehicle Detection Station
SBD	58	33.47	Proposed	Vehicle Detection Station
SBD	58	33.874	Proposed	Vehicle Detection Station
SBD	58	34.7	Proposed	Vehicle Detection Station
RIV	60	1	Proposed	Vehicle Detection Station
RIV	60	2	Proposed	Vehicle Detection Station
RIV	60	5	Proposed	Vehicle Detection Station
RIV	60	10	Proposed	Vehicle Detection Station
RIV	60	17.5	Proposed	Vehicle Detection Station
RIV	60	18.5	Proposed	Vehicle Detection Station
SBD	60	0.61	Proposed	Vehicle Detection Station
SBD	60	0.88	Proposed	Vehicle Detection Station
SBD	60	1.7921	Proposed	Vehicle Detection Station
SBD	60	2.962	Proposed	Vehicle Detection Station
SBD	60	4.104	Proposed	Vehicle Detection Station
SBD	60	5.325	Proposed	Vehicle Detection Station
SBD	60	6.296	Proposed	Vehicle Detection Station
SBD	60	7.317	Proposed	Vehicle Detection Station
SBD	60	7.715	Proposed	Vehicle Detection Station
SBD	60	8.538	Proposed	Vehicle Detection Station
SBD	60	8.838	Proposed	Vehicle Detection Station
SBD	60	9.099	Proposed	Vehicle Detection Station
SBD	60	9.938	Proposed	Vehicle Detection Station
RIV	71	0.18	Proposed	Vehicle Detection Station
RIV	71	0.62	Proposed	Vehicle Detection Station
RIV	71	1.06	Proposed	Vehicle Detection Station
RIV	71	1.5	Proposed	Vehicle Detection Station
SBD	210	23.58	Proposed	Vehicle Detection Station

County	Route	Post Miles	Status	TMS Element
SBD	210	24.8	Proposed	Vehicle Detection Station
SBD	210	27.8	Proposed	Vehicle Detection Station
SBD	210	28.65	Proposed	Vehicle Detection Station
SBD	210	31.6	Proposed	Vehicle Detection Station
SBD	210	32.84	Proposed	Vehicle Detection Station
RIV	215	17.4	Proposed	Vehicle Detection Station
SBD	10	11.63	Programmed	Closed Circuit Television
SBD	10	12.65	Programmed	Closed Circuit Television
SBD	10	13.85	Programmed	Closed Circuit Television
SBD	10	14.6	Programmed	Closed Circuit Television
SBD	10	15.7	Programmed	Closed Circuit Television
SBD	10	16.9	Programmed	Closed Circuit Television
SBD	10	17.6	Programmed	Closed Circuit Television
SBD	10	20.4	Programmed	Closed Circuit Television
SBD	10	26.7	Programmed	Roadway Weather Information System
SBD	10	31.35	Programmed	Closed Circuit Television
SBD	10	32.5	Programmed	Closed Circuit Television
SBD	10	33	Programmed	Closed Circuit Television
RIV	215	34.49	Programmed	Closed Circuit Television
RIV	10	0.1	Proposed	Closed Circuit Television
RIV	10	0.75	Proposed	Closed Circuit Television
RIV	10	1.5	Proposed	Closed Circuit Television
RIV	10	2.25	Proposed	Closed Circuit Television
RIV	10	3	Proposed	Closed Circuit Television
RIV	10	3.75	Proposed	Closed Circuit Television
RIV	10	4.5	Proposed	Closed Circuit Television
RIV	10	5	Proposed	Changeable Message Sign
RIV	10	5.25	Proposed	Closed Circuit Television
RIV	10	6	Proposed	Closed Circuit Television
RIV	10	6.75	Proposed	Closed Circuit Television
RIV	10	8.6	Proposed	Closed Circuit Television
RIV	10	10.25	Proposed	Closed Circuit Television
RIV	10	10.32	Proposed	Closed Circuit Television
RIV	10	11	Proposed	Closed Circuit Television
RIV	10	11.75	Proposed	Closed Circuit Television
RIV	10	12.1	Proposed	Closed Circuit Television
RIV	10	13.1	Proposed	Closed Circuit Television
RIV	10	14.1	Proposed	Closed Circuit Television
RIV	10	15.1	Proposed	Closed Circuit Television
RIV	10	16.1	Proposed	Closed Circuit Television
RIV	10	17.1	Proposed	Closed Circuit Television
RIV	10	18.1	Proposed	Closed Circuit Television
RIV	10	19.1	Proposed	Closed Circuit Television
RIV	10	20	Proposed	Closed Circuit Television
RIV	10	21.1	Proposed	Closed Circuit Television
RIV	10	22.1	Proposed	Closed Circuit Television
RIV	10	23.1	Proposed	Closed Circuit Television

County	Route	Post Miles	Status	TMS Element
RIV	10	25.1	Proposed	Closed Circuit Television
RIV	10	26.1	Proposed	Closed Circuit Television
RIV	10	27.1	Proposed	Closed Circuit Television
RIV	10	28.1	Proposed	Closed Circuit Television
RIV	10	31.2	Proposed	Closed Circuit Television
RIV	10	32.2	Proposed	Closed Circuit Television
RIV	10	33.2	Proposed	Closed Circuit Television
RIV	10	33.92	Proposed	Roadway Weather Information System
RIV	10	34	Proposed	Changeable Message Sign
RIV	10	35.2	Proposed	Closed Circuit Television
RIV	10	36.2	Proposed	Closed Circuit Television
RIV	10	37.2	Proposed	Closed Circuit Television
RIV	10	38.2	Proposed	Closed Circuit Television
RIV	10	40.2	Proposed	Closed Circuit Television
RIV	10	41.2	Proposed	Closed Circuit Television
RIV	10	42.1	Proposed	Closed Circuit Television
RIV	10	43.7	Proposed	Roadway Weather Information System
RIV	10	49	Proposed	Changeable Message Sign
RIV	10	49.2	Proposed	Closed Circuit Television
RIV	10	50.2	Proposed	Closed Circuit Television
RIV	10	51.2	Proposed	Closed Circuit Television
RIV	10	52.2	Proposed	Closed Circuit Television
RIV	10	54.2	Proposed	Closed Circuit Television
RIV	10	55.2	Proposed	Closed Circuit Television
RIV	10	60	Proposed	Changeable Message Sign
RIV	10	100	Proposed	Changeable Message Sign
RIV	10	100	Proposed	Changeable Message Sign
RIV	10	110	Proposed	Changeable Message Sign
RIV	10	152	Proposed	Changeable Message Sign
RIV	10	152	Proposed	Changeable Message Sign
RIV	10	155.78	Proposed	Changeable Message Sign
SBD	10	0.68	Proposed	Changeable Message Sign
SBD	10	0.8	Proposed	Changeable Message Sign
SBD	10	1.8	Proposed	Changeable Message Sign
SBD	10	7.65	Proposed	Changeable Message Sign
SBD	10	18	Proposed	Changeable Message Sign
SBD	10	34.7	Proposed	Closed Circuit Television
SBD	10	34.7	Proposed	Closed Circuit Television
SBD	10	35.2	Proposed	Closed Circuit Television
SBD	10	35.8	Proposed	Closed Circuit Television
SBD	10	36.5	Proposed	Closed Circuit Television
SBD	10	37.2	Proposed	Closed Circuit Television
SBD	10	37.9	Proposed	Closed Circuit Television
SBD	10	38.5	Proposed	Closed Circuit Television
SBD	10	39.1	Proposed	Closed Circuit Television
RIV	15	0.1	Proposed	Closed Circuit Television
RIV	15	0.5	Proposed	Closed Circuit Television

County	Route	Post Miles	Status	TMS Element
RIV	15	0.8	Proposed	Closed Circuit Television
RIV	15	1.5	Proposed	Closed Circuit Television
RIV	15	2.1	Proposed	Closed Circuit Television
RIV	15	2.7	Proposed	Closed Circuit Television
RIV	15	3.4	Proposed	Closed Circuit Television
RIV	15	4.1	Proposed	Closed Circuit Television
RIV	15	4.8	Proposed	Closed Circuit Television
RIV	15	5	Proposed	Changeable Message Sign
RIV	15	5	Proposed	Changeable Message Sign
RIV	15	5.5	Proposed	Closed Circuit Television
RIV	15	6.2	Proposed	Closed Circuit Television
RIV	15	6.9	Proposed	Closed Circuit Television
RIV	15	7.6	Proposed	Closed Circuit Television
RIV	15	8.1	Proposed	Closed Circuit Television
RIV	15	8.737	Proposed	Highway Advisory Radio
RIV	15	9	Proposed	Closed Circuit Television
RIV	15	9.3	Proposed	Closed Circuit Television
RIV	15	10	Proposed	Closed Circuit Television
RIV	15	10.679	Proposed	Changeable Message Sign
RIV	15	10.7	Proposed	Closed Circuit Television
RIV	15	11	Proposed	Closed Circuit Television
RIV	15	11.6	Proposed	Closed Circuit Television
RIV	15	12.3	Proposed	Closed Circuit Television
RIV	15	13	Proposed	Closed Circuit Television
RIV	15	13.7	Proposed	Closed Circuit Television
RIV	15	14.4	Proposed	Closed Circuit Television
RIV	15	15.1	Proposed	Closed Circuit Television
RIV	15	15.8	Proposed	Closed Circuit Television
RIV	15	16.5	Proposed	Closed Circuit Television
RIV	15	17.2	Proposed	Closed Circuit Television
RIV	15	17.9	Proposed	Closed Circuit Television
RIV	15	18.1	Proposed	Closed Circuit Television
RIV	15	18.5	Proposed	Changeable Message Sign
RIV	15	18.6	Proposed	Closed Circuit Television
RIV	15	19.3	Proposed	Closed Circuit Television
RIV	15	20	Proposed	Closed Circuit Television
RIV	15	20.7	Proposed	Closed Circuit Television
RIV	15	21.4	Proposed	Closed Circuit Television
RIV	15	22.1	Proposed	Closed Circuit Television
RIV	15	22.8	Proposed	Closed Circuit Television
RIV	15	23.1	Proposed	Closed Circuit Television
RIV	15	23.9	Proposed	Closed Circuit Television
RIV	15	24.6	Proposed	Closed Circuit Television
RIV	15	25.3	Proposed	Closed Circuit Television
RIV	15	25.8	Proposed	Changeable Message Sign
RIV	15	26.2	Proposed	Closed Circuit Television
RIV	15	26.4	Proposed	Closed Circuit Television

County	Route	Post Miles	Status	TMS Element
RIV	15	27	Proposed	Closed Circuit Television
RIV	15	27.6	Proposed	Closed Circuit Television
RIV	15	28.3	Proposed	Closed Circuit Television
RIV	15	29	Proposed	Closed Circuit Television
RIV	15	29.7	Proposed	Closed Circuit Television
RIV	15	30	Proposed	Closed Circuit Television
RIV	15	30.4	Proposed	Closed Circuit Television
RIV	15	31	Proposed	Closed Circuit Television
RIV	15	31.1	Proposed	Closed Circuit Television
RIV	15	31.8	Proposed	Closed Circuit Television
RIV	15	32	Proposed	Closed Circuit Television
RIV	15	32.5	Proposed	Closed Circuit Television
RIV	15	33	Proposed	Closed Circuit Television
RIV	15	33.2	Proposed	Closed Circuit Television
RIV	15	33.9	Proposed	Closed Circuit Television
RIV	15	34	Proposed	Closed Circuit Television
RIV	15	34.6	Proposed	Closed Circuit Television
RIV	15	35	Proposed	Closed Circuit Television
RIV	15	35.3	Proposed	Closed Circuit Television
RIV	15	35.9	Proposed	Closed Circuit Television
RIV	15	36	Proposed	Closed Circuit Television
RIV	15	36.5	Proposed	Closed Circuit Television
RIV	15	37.1	Proposed	Changeable Message Sign
SBD	15	5.3	Proposed	Highway Advisory Radio
SBD	15	14.4	Proposed	Closed Circuit Television
SBD	15	15.2	Proposed	Closed Circuit Television
SBD	15	15.96	Proposed	Closed Circuit Television
SBD	15	16.351	Proposed	Highway Advisory Radio
SBD	15	17.02	Proposed	Closed Circuit Television
SBD	15	17.58	Proposed	Closed Circuit Television
SBD	15	18.02	Proposed	Closed Circuit Television
SBD	15	19.07	Proposed	Closed Circuit Television
SBD	15	19.82	Proposed	Closed Circuit Television
SBD	15	20.31	Proposed	Closed Circuit Television
SBD	15	20.81	Proposed	Closed Circuit Television
SBD	15	21.12	Proposed	Closed Circuit Television
SBD	15	21.81	Proposed	Closed Circuit Television
SBD	15	22.8	Proposed	Closed Circuit Television
SBD	15	23.23	Proposed	Closed Circuit Television
SBD	15	23.42	Proposed	Closed Circuit Television
SBD	15	23.42	Proposed	Closed Circuit Television
SBD	15	23.86	Proposed	Closed Circuit Television
SBD	15	23.98	Proposed	Closed Circuit Television
SBD	15	24.48	Proposed	Closed Circuit Television
SBD	15	25.1	Proposed	Closed Circuit Television
SBD	15	25.22	Proposed	Closed Circuit Television
SBD	15	25.99	Proposed	Closed Circuit Television

County	Route	Post Miles	Status	TMS Element
SBD	15	26.09	Proposed	Closed Circuit Television
SBD	15	26.9	Proposed	Closed Circuit Television
SBD	15	28.9	Proposed	Closed Circuit Television
SBD	15	31.2	Proposed	Closed Circuit Television
SBD	15	32	Proposed	Closed Circuit Television
SBD	15	33	Proposed	Closed Circuit Television
SBD	15	34	Proposed	Closed Circuit Television
SBD	15	35	Proposed	Closed Circuit Television
SBD	15	36	Proposed	Closed Circuit Television
SBD	15	37	Proposed	Closed Circuit Television
SBD	15	38	Proposed	Closed Circuit Television
SBD	15	39	Proposed	Closed Circuit Television
SBD	15	40	Proposed	Closed Circuit Television
SBD	15	41	Proposed	Closed Circuit Television
SBD	15	42	Proposed	Closed Circuit Television
SBD	15	43	Proposed	Closed Circuit Television
SBD	15	44	Proposed	Closed Circuit Television
SBD	15	45	Proposed	Closed Circuit Television
SBD	15	46	Proposed	Closed Circuit Television
SBD	15	47	Proposed	Closed Circuit Television
SBD	15	48	Proposed	Closed Circuit Television
SBD	15	49	Proposed	Closed Circuit Television
SBD	15	50.1	Proposed	Closed Circuit Television
SBD	15	51	Proposed	Closed Circuit Television
SBD	15	51.5	Proposed	Highway Advisory Radio
SBD	15	52	Proposed	Closed Circuit Television
SBD	15	53	Proposed	Closed Circuit Television
SBD	15	54	Proposed	Closed Circuit Television
SBD	15	55	Proposed	Closed Circuit Television
SBD	15	56	Proposed	Closed Circuit Television
SBD	15	57	Proposed	Closed Circuit Television
SBD	15	58	Proposed	Closed Circuit Television
SBD	15	59	Proposed	Closed Circuit Television
SBD	15	60	Proposed	Closed Circuit Television
SBD	15	62	Proposed	Closed Circuit Television
SBD	15	63	Proposed	Closed Circuit Television
SBD	15	64	Proposed	Closed Circuit Television
SBD	15	65	Proposed	Closed Circuit Television
SBD	15	66	Proposed	Closed Circuit Television
SBD	15	67	Proposed	Closed Circuit Television
SBD	15	69.5	Proposed	Closed Circuit Television
SBD	15	71	Proposed	Closed Circuit Television
SBD	15	72	Proposed	Closed Circuit Television
SBD	15	73	Proposed	Closed Circuit Television
SBD	15	74	Proposed	Closed Circuit Television
SBD	15	75	Proposed	Closed Circuit Television
SBD	18	8.74	Proposed	Changeable Message Sign

County	Route	Post Miles	Status	TMS Element
SBD	18	15.5	Proposed	Changeable Message Sign
SBD	18	37	Proposed	Changeable Message Sign
SBD	18	44	Proposed	Changeable Message Sign
SBD	18	44.1	Proposed	Changeable Message Sign
SBD	18	47.732	Proposed	Highway Advisory Radio
SBD	30	23.25	Proposed	Closed Circuit Television
SBD	30	24	Proposed	Closed Circuit Television
SBD	30	24.75	Proposed	Closed Circuit Television
SBD	30	25.5	Proposed	Closed Circuit Television
SBD	30	26.25	Proposed	Closed Circuit Television
SBD	30	27	Proposed	Closed Circuit Television
SBD	30	27.75	Proposed	Closed Circuit Television
SBD	30	28.5	Proposed	Closed Circuit Television
SBD	30	29.25	Proposed	Closed Circuit Television
SBD	30	30	Proposed	Closed Circuit Television
SBD	30	30.75	Proposed	Closed Circuit Television
SBD	30	31.5	Proposed	Closed Circuit Television
SBD	30	32.25	Proposed	Closed Circuit Television
SBD	38	8	Proposed	Changeable Message Sign
SBD	40	48	Proposed	Changeable Message Sign
SBD	40	77	Proposed	Changeable Message Sign
SBD	40	80	Proposed	Changeable Message Sign
SBD	40	117	Proposed	Changeable Message Sign
SBD	40	130.7	Proposed	Changeable Message Sign
SBD	58	3.4	Proposed	Changeable Message Sign
SBD	58	25	Proposed	Changeable Message Sign
SBD	58	25	Proposed	Changeable Message Sign
LA	60	27	Proposed	Changeable Message Sign
RIV	60	0.5	Proposed	Highway Advisory Radio
RIV	60	1.5	Proposed	Closed Circuit Television
RIV	60	2.25	Proposed	Closed Circuit Television
RIV	60	3	Proposed	Closed Circuit Television
RIV	60	3	Proposed	Highway Advisory Radio
RIV	60	3.75	Proposed	Closed Circuit Television
RIV	60	4.8	Proposed	Changeable Message Sign
RIV	60	5.25	Proposed	Closed Circuit Television
RIV	60	5.6	Proposed	Highway Advisory Radio
RIV	60	6	Proposed	Closed Circuit Television
RIV	60	7.5	Proposed	Closed Circuit Television
RIV	60	9.1	Proposed	Changeable Message Sign
RIV	60	9.6	Proposed	Highway Advisory Radio
RIV	60	17.25	Proposed	Closed Circuit Television
RIV	60	18	Proposed	Closed Circuit Television
RIV	60	18.75	Proposed	Closed Circuit Television
RIV	60	19.5	Proposed	Closed Circuit Television
RIV	60	19.5	Proposed	Changeable Message Sign
RIV	60	20.5	Proposed	Closed Circuit Television

County	Route	Post Miles	Status	TMS Element
RIV	60	21.6	Proposed	Closed Circuit Television
RIV	60	22.5	Proposed	Closed Circuit Television
RIV	60	23.25	Proposed	Closed Circuit Television
RIV	60	24	Proposed	Closed Circuit Television
RIV	60	24.75	Proposed	Closed Circuit Television
RIV	60	25.5	Proposed	Closed Circuit Television
RIV	60	26.25	Proposed	Closed Circuit Television
RIV	60	27	Proposed	Closed Circuit Television
RIV	60	27.75	Proposed	Closed Circuit Television
RIV	60	28.5	Proposed	Closed Circuit Television
RIV	60	29.25	Proposed	Closed Circuit Television
RIV	60	30	Proposed	Closed Circuit Television
SB	60	9.958	Proposed	Closed Circuit Television
SBD	62	11	Proposed	Changeable Message Sign
SBD	62	14	Proposed	Changeable Message Sign
SBD	62	94	Proposed	Changeable Message Sign
SBD	62	123	Proposed	Changeable Message Sign
SBD	62	128	Proposed	Changeable Message Sign
SBD	62	142.6	Proposed	Changeable Message Sign
LA	71	3.2	Proposed	Changeable Message Sign
RIV	71	0.18	Proposed	Closed Circuit Television
RIV	71	0.62	Proposed	Closed Circuit Television
RIV	71	1	Proposed	Changeable Message Sign
RIV	71	1.06	Proposed	Closed Circuit Television
RIV	71	1.5	Proposed	Closed Circuit Television
SBD	71	0.01	Proposed	Closed Circuit Television
SBD	71	0.5	Proposed	Changeable Message Sign
SBD	71	0.6	Proposed	Closed Circuit Television
SBD	71	1.25	Proposed	Closed Circuit Television
SBD	71	1.3	Proposed	Changeable Message Sign
SBD	71	1.875	Proposed	Closed Circuit Television
SBD	71	2.4	Proposed	Closed Circuit Television
SBD	71	2.5	Proposed	Closed Circuit Television
SBD	71	3.2	Proposed	Closed Circuit Television
SBD	71	3.9	Proposed	Closed Circuit Television
SBD	71	4.6	Proposed	Closed Circuit Television
SBD	71	5	Proposed	Changeable Message Sign
SBD	71	5.3	Proposed	Closed Circuit Television
SBD	71	5.7	Proposed	Changeable Message Sign
SBD	71	6.7	Proposed	Closed Circuit Television
SBD	71	8.1	Proposed	Closed Circuit Television
SBD	71	8.25	Proposed	Closed Circuit Television
RIV	91	15	Proposed	Changeable Message Sign
RIV	91	15	Proposed	Changeable Message Sign
RIV	177	27.023	Proposed	Highway Advisory Radio
SBD	210	4	Proposed	Changeable Message Sign
SBD	210	4	Proposed	Changeable Message Sign

County	Route	Post Miles	Status	TMS Element
SBD	210	24.1	Proposed	Closed Circuit Television
SBD	210	24.8	Proposed	Closed Circuit Television
SBD	210	25	Proposed	Changeable Message Sign
SBD	210	25.6	Proposed	Closed Circuit Television
SBD	210	26.28	Proposed	Closed Circuit Television
SBD	210	26.9	Proposed	Closed Circuit Television
SBD	210	27.6	Proposed	Closed Circuit Television
SBD	210	28.3	Proposed	Closed Circuit Television
SBD	210	28.9	Proposed	Closed Circuit Television
SBD	210	29.6	Proposed	Closed Circuit Television
SBD	210	30.3	Proposed	Closed Circuit Television
SBD	210	30.5	Proposed	Changeable Message Sign
SBD	210	30.9	Proposed	Closed Circuit Television
SBD	210	31.6	Proposed	Closed Circuit Television
SBD	210	32.3	Proposed	Closed Circuit Television
RIV	215	9	Proposed	Closed Circuit Television
RIV	215	9.7	Proposed	Closed Circuit Television
RIV	215	10.4	Proposed	Closed Circuit Television
RIV	215	11	Proposed	Closed Circuit Television
RIV	215	11	Proposed	Changeable Message Sign
RIV	215	11.7	Proposed	Closed Circuit Television
RIV	215	12.4	Proposed	Closed Circuit Television
RIV	215	13.1	Proposed	Closed Circuit Television
RIV	215	13.8	Proposed	Closed Circuit Television
RIV	215	15.2	Proposed	Closed Circuit Television
RIV	215	15.9	Proposed	Closed Circuit Television
RIV	215	16.68	Proposed	Closed Circuit Television
RIV	215	17.3	Proposed	Closed Circuit Television
RIV	215	18.18	Proposed	Closed Circuit Television
RIV	215	18.7	Proposed	Closed Circuit Television
RIV	215	19.4	Proposed	Closed Circuit Television
RIV	215	20.1	Proposed	Closed Circuit Television
RIV	215	20.7	Proposed	Closed Circuit Television
RIV	215	21	Proposed	Changeable Message Sign
RIV	215	21.06	Proposed	Changeable Message Sign
RIV	215	21.3	Proposed	Closed Circuit Television
RIV	215	21.9	Proposed	Closed Circuit Television
RIV	215	22.6	Proposed	Closed Circuit Television
RIV	215	23.3	Proposed	Closed Circuit Television
RIV	215	24	Proposed	Closed Circuit Television
RIV	215	24.7	Proposed	Closed Circuit Television
RIV	215	25.4	Proposed	Closed Circuit Television
RIV	215	26.01	Proposed	Closed Circuit Television
RIV	215	26.8	Proposed	Closed Circuit Television
RIV	215	27.5	Proposed	Closed Circuit Television
RIV	215	28.2	Proposed	Closed Circuit Television
RIV	215	28.5	Proposed	Changeable Message Sign

County	Route	Post Miles	Status	TMS Element
RIV	215	29.4	Proposed	Closed Circuit Television
RIV	215	29.6	Proposed	Closed Circuit Television
RIV	215	30.3	Proposed	Closed Circuit Television
RIV	215	30.7	Proposed	Changeable Message Sign
RIV	215	31	Proposed	Closed Circuit Television
RIV	215	31.7	Proposed	Closed Circuit Television
RIV	215	32.4	Proposed	Closed Circuit Television
RIV	215	33.9	Proposed	Changeable Message Sign
RIV	215	40.3	Proposed	Changeable Message Sign
SBD	215	7.3	Proposed	Changeable Message Sign
SBD	215	7.5	Proposed	Changeable Message Sign
SBD	215	8.7	Proposed	Closed Circuit Television
SBD	215	8.7	Proposed	Closed Circuit Television
SBD	215	9.07	Proposed	Closed Circuit Television
SBD	215	9.1	Proposed	Closed Circuit Television
SBD	215	9.69	Proposed	Closed Circuit Television
SBD	215	9.7	Proposed	Closed Circuit Television
SBD	215	10.3	Proposed	Closed Circuit Television
SBD	215	10.87	Proposed	Closed Circuit Television
SBD	215	11.15	Proposed	Closed Circuit Television
SBD	215	12.2	Proposed	Closed Circuit Television
SBD	215	12.3	Proposed	Roadway Weather Information System
SBD	215	12.79	Proposed	Changeable Message Sign
SBD	215	12.9	Proposed	Closed Circuit Television
SBD	215	13.4	Proposed	Closed Circuit Television
SBD	215	14.1	Proposed	Closed Circuit Television
SBD	215	14.1	Proposed	Changeable Message Sign
SBD	215	14.9	Proposed	Closed Circuit Television
SBD	215	15.71	Proposed	Closed Circuit Television
SBD	215	16.5	Proposed	Closed Circuit Television
SBD	215	16.5	Proposed	Roadway Weather Information System
SBD	215	17.3	Proposed	Closed Circuit Television
SBD	215	17.7	Proposed	Closed Circuit Television
SBD	259	0.15	Proposed	Closed Circuit Television
SBD	259	0.66	Proposed	Closed Circuit Television
SBD	259	1.09	Proposed	Closed Circuit Television
SBD	259	1.5	Proposed	Closed Circuit Television
SBD	330	30.325	Proposed	Changeable Message Sign
SBD	330	33.5	Proposed	Changeable Message Sign
SBD	330	43	Proposed	Changeable Message Sign
SBD	395	45.5	Proposed	Highway Advisory Radio
SBD	395	45.5	Proposed	Highway Advisory Radio

Source: Caltrans Source: Caltrans Transportation Management System Elements Web Database

APPENDIX F: Ramp Metering Development Plan

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RAMP METERING DEVELOPMENT PLAN

July 2011

California Department of Transportation

Division of Traffic Operations

Office of System Management Operations

Division of Transportation Planning

Office of System Planning

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INTRODUCTION

The California Department of Transportation (Department) is committed to using ramp metering as an effective traffic management strategy. Ramp metering is used to maintain an efficient freeway system and protect the investment made in constructing freeways by keeping them operating at or near capacity. According to Deputy Directive 35-R1, "Ramp Metering" (January 2011), each District that currently operates, or expects to operate, ramp meters within the next ten years shall prepare a Ramp Metering Development Plan (RMDP). Each District works in partnership with its Metropolitan Planning Organizations (MPO's) and Regional Transportation Planning Agencies (RTPA's) to program ramp metering projects and implement the RMDP. The RMDP is a compilation of the district plans and shall be updated every two years.

This statewide RMDP was prepared by the Division of Traffic Operations, together with the Division of Transportation Planning and District staff. Local agencies were contacted by Transportation Planning staff to identify the appropriate format of the RMDP, so that it will be more useful for incorporation into documents prepared by local agencies. This 2011 version of the RMDP is an update of the 2009 version, and it supersedes all previous versions.

The RMDP is an important planning-level document describing the existing and planned ramp metering locations. It is intended as a tool for the Department in working with internal functional units and external partners to plan and program ramp metering-related projects. It can be incorporated into other system-wide plans, such as Transportation Concept Report, Transportation System Development Plans, and Corridor System Management Plans. The RMDP may also serve as an example for the management of other field elements, such as Changeable Message Signs, Highway Advisory Radio transmitters, Vehicle Detection Stations, and Closed-Circuit Television cameras.

This RMDP identifies all ramp metering locations throughout California, either existing or planned for operation within the next ten years. These locations were selected by District staff based on a series of criteria established within the District. These criteria may include:

1. Presence of mainline congestion or operations problems, current or in the foreseeable future
2. Traffic safety situations, especially at merging
3. Citizen, local agency acceptance, complaints or requests
4. System-wide considerations, for example to close gaps along a freeway corridor

In order to facilitate implementation, some Districts selected high priority locations and described them in their District's narrative. These locations are selected based on either traffic studies, or internal and external discussions. The prioritized locations may receive favorable considerations in implementation once funding becomes available. However, the prioritization list is not a guarantee for future funding, and these locations may be updated as situations change.

There are 16 sections in RMDP 2011. Following this section, the data and fields will be described in Section 2. Section 3 to 14 contain the narrative, RMDP data and GIS map for Districts 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, and 12, respectively. Districts 1 and 9 have no ramp meters at this time. All relevant acronyms and special terms are defined in the Glossary Section.

Based on feedback from the MPOs and the RTPAs, the format of the RMDP has been updated to provide information needed to facilitate the incorporation of ramp meters into specific highway improvement projects.

Each District has a narrative describing the District's geographical area, routes with current or planed ramp metering, congestion challenges facing the District, ramp-metering strategies that the district utilizes, and a list of prioritized ramp metering needs. The narrative is followed by the Districts RMDP data, which identifies freeway segments with existing ramp metering, non-operational ramp metering, and the ramp metering that is planned within the next ten years. For additional clarity, a GIS map is provided which displays the locations of both existing and planned ramp meters in each district. If a District developed detailed map is available, the online addresses will be provided in the narrative.

The last items found in the document are a glossary of the terms and acronyms used in the 2011 RMDP followed by a list of supporting documentation.
The RMDP is available through the internet at:
http://onramp/hq/traffops/otrafopr/manuals_gl.html.

Any questions regarding this document please contact:

Zhongren Wang
Chief
Ramp Metering Branch
Office of System Management Operations
(916) 654-6133

DESCRIPTION OF DATA AND FIELDS

RMDP was developed based on the statewide TMS Inventory database 2011, which is maintained by individual Districts. The TMS Inventory database holds many data records including county, route, post mile, funding information, installation date, controller type, controller software, and controller communication medium.

For clarity and relevance, the RMDP does not contain all the fields the TMS Inventory database holds. The fields used in the RMDP were selected based on discussions with the Districts.

There are eleven fields used to describe each ramp meter location contained in the RMDP. These fields are: 1. Black dot; 2. District; 3, County, 4. Route, 5. Post Mile, 6. Direction, 7. Location, 8.Ramp Type, 9. Number of Lanes, 10. High Occupancy Vehicle Preferential Lane (HOVPL), and 11. Comments.

The 2011 version of the RMDP has eliminated the funding fields, which were found in previous RMDP. The funding fields were eliminated due to the fluctuation of funding status, the reduction of funding, and the reprioritization of projects during the two year life of the RMDP.

A detailed description of each field is provided as follows.

Terminology used in the data fields section of the RMDP should depart little from conventional usage. However, some terms need to have restricted or special meaning. All data fields used in the RMDP 2011 data are described below.

1. For easy reference a dot "●" is listed along the left hand side of the rows to identify the existing and fully functional ramp meter locations.

2. **District:** A management region defined by the Department.

3. **County:** The largest territorial division for local government within the state of California.

4. **Route**: A number identifying a major roadway connecting two or more destinations.

5. **Post mile:** A number designating a unique location on a roadway measured in miles from the county line. This value may include an alphabetic prefix, which typical indicates roadway realignment. The post miles begin at zero from W to E and S to N.

6. **Direction:** The following direction identifiers are used in the RMDP:
   - ✓ NB= Northbound
   - ✓ SB=Southbound
   - ✓ EB=Eastbound
   - ✓ WB=Westbound

7. **Location:** The name of the where road, arterial or connecting freeway from which traffic enters the ramp.

8. **Ramp Type:** The configuration of a dedicated roadway providing a connection between two other roadways; at least one of the roadways a ramp connects is typically a high-speed facility such as a freeway or multilane highway. The following ramp types are identified in the RMDP.
   - ✓ L = Loop
   - ✓ S = Slip or diagonal
   - ✓ C = Freeway-to-freeway Connector
   - ✓ H = Hook
   - ✓ D = Collector/Distributor

9. **Number (#) of Lanes:** A numeric value describing how many lanes including the HOV preferential lane, are present at the ramp's limit line.

10. **HOVPL** (High Occupancy Vehicle Preferential Lanes): Preferential lanes are lanes designated for special traffic uses such as high occupancy vehicles (HOV). A HOV is a vehicle with a defined minimum number of occupants (>1); HOV often includes buses, taxis, and low-emission vehicles, when a lane is reserved for their use. The following HOVPL types are identified in the RMDP.
    - ✓ M = metered HOVPL
    - ✓ NM = non-metered HOVPL

11. **Comments:** Where applicable the comment section of the RMDP will include the following terms to describe the status of the ramp meter.
    - ✓ Operational = Ramp meter is currently up and running
    - ✓ Non Operational = Ramp meter is fully installed and accepted by operations, but currently not working. It may be broken, or turned off.
    - ✓ Partially Constructed = meters in construction, or just the underground portion constructed, with no poles/signs/heads in place.
    - ✓ Planned = meters non-existent, just planned/proposed

If agreed upon by the District's planning and ramp metering representatives, the comment section can also include district specific comments including a District specific list of priority meters. These comments must be described in the District's narrative information.

DISTRICT 8

District 8 located in Southern California is comprised of two counties; Riverside and San Bernardino and includes 49 incorporated cities. Just east of the Los Angeles Metropolitan Area and Orange County, the southwest portion of the district is largely urbanized valleys surrounded by hills and high mountains. The greater portion of the district is comprised of rural expanses of desert and mountains. The land area of District 8 is the largest of the districts statewide encompassing 28,650 square miles. It has a population of approximately 3.9 million. **District 8 operates and maintains 7,200 lane-miles of highways.**

Routes with Current or Planned Ramp Metering

I-10, I-15, I-215, SR 60, SR 71, SR 91, SR 210, SR 259

Congestion Challenges

Highway congestion is a common occurrence in the district due to commute traffic within and between other urban areas of Southern California. Congestion is further exacerbated by large volumes of goods movement traffic mostly originating from the seaports of Los Angeles with destinations within District 8 and out of the District and the state. I-15 through the rural desert areas and the mountain routes experience congestion due to seasonal recreational uses.

District Ramp Metering Strategies

District 8 is committed to using ramp metering as an effective traffic management strategy. In order to maximize the use of the freeway capacity and optimize mobility thru the freeway system, ramp meters throughout the District 8 metro area are operating in a traffic responsive mode to reduce congestion.

The ramp meters will come on when the traffic volume and density in the main line lanes reach a management threshold and will turn off when these conditions no longer are present. The variable ramp discharge rate is proportional to:

- ✓ Volumes in the main lanes
- ✓ Density of main line traffic (collected as vehicle over loop sensor occupancy).
- ✓ Weaving analysis and geometrics of the ramp location.
- ✓ Traffic demands at the ramp.

District 8's plan is to dynamically meter over given freeway segments taking into consideration cities traffic. To achieve this goal communication network including the TMC, where the central ramp metering system resides, is essential as well as the detection coverage in order to determine the state of congestion across the managed corridors. As a result ramp meters are placed at locations to fill in the coverage holes in the urban network.
Ramp meters are added to all newly designed interchanges even in location that are not yet considered "metro". These meters may not come on as often if the congestion levels are not high enough however the real time data collected at these locations is transmitted to the central system(ATMS, RMI) for traffic analysis and traveler information systems(511, web-map).

We work closely with our local partners (cities adjacent to the freeways) to minimize the impact and maximize coordination with the arterial system.

Supporting Documents

- ✓ CSMPs and TCRs (Documents are currently being updated) – http://www.dot.ca.gov/hq/tpp/corridor-mobility/d8-page.html
- ✓ *District/Deputy Directives*- http://admin.dot.ca.gov/tr/rppo/bfams_directives_and_policies.shtml

2011 Ramp Metering Development Plan

	DISTRICT	COUNTY	ROUTE	POSTMILE	DIRECTION	LOCATION	Ramp Type	# of Lanes	HOVPL	COMMENT
	8	RIV	10	R0.71	WB	CALIMESA BLVD				Planned
	8	RIV	10	R1.03	EB	CALIMESA BLVD				Planned
	8	RIV	10	R2.90	WB	CHERRY VALLEY BLVD				Planned
	8	RIV	10	R3.19	EB	CHERRY VALLEY BLVD				Planned
	8	RIV	10	R4.06	WB	BROOKSIDE RD				Planned
	8	RIV	10	R5.38	WB	OAK VALLEY PKWAY				Planned
	8	RIV	10	7.44	WB	BEAUMONT/79				Planned
	8	RIV	10	9.15	WB	HIGHLAND SPRINGS				Planned
	8	RIV	10	11.17	WB	SUNSET AVE				Planned
	8	RIV	10	R11.84	WB	22ND ST				Planned
	8	RIV	10	12.73	WB	8TH ST/243				Planned
	8	RIV	10	13.75	WB	HARGRAVE ST				Planned
	8	RIV	10	R15.41	WB	N TRUCK INSP				Planned
	8	RIV	10	R16.31	WB	FIELDS				Planned
	8	RIV	10	R17.50	WB	APACHE TRAIL				Planned
	8	RIV	10	R19.52	WB	MAIN ST				Planned
	8	RIV	10	R24.40	WB	VERBENIA AVE				Planned
	8	RIV	10	R24.88	WB	NB RTE 111				Planned
	8	RIV	10	25.98	WB	WHITE WATER RD				Planned
	8	RIV	10	27.01	WB	WHITE WATER RD				Planned
	8	RIV	10	29.41	WB	SB RTE 62				Planned
	8	RIV	10	32.88	WB	INDIAN AVE				Planned
	8	RIV	10	35.87	WB	GENE AUTRY TRAIL				Planned
	8	RIV	10	39.24	WB	DATE PALM DR				Planned
	8	RIV	10	43.20	WB	RAMON RD				Planned
	8	RIV	10	44.28	WB	MONTEREY AVE				Planned
	8	RIV	10	46.74	WB	SB COOK ST				Planned
	8	RIV	10	50.46	WB	VARNER ROAD				Planned
	8	RIV	10	R52.17	WB	JEFFERSON/86				Planned
	8	RIV	10	R54.60	WB	MONROE ST				Planned
	8	RIV	10	R55.62	WB	JACKSON ST				Planned
	8	RIV	10	R56.83	WB	AUTO CTR DR				Planned
●	8	RIV	10	R56.83	WB	GOLF CENTER DR.	S	1		Operational
●	8	RIV	10	R57.07	EB	GOLF CENTER DR.	S	1		Operational
	8	RIV	10	R58.77	WB	DILLION RD				Planned
	8	RIV	10	R62.62	WB	ECHO DITCH 56 475				Planned
	8	RIV	10	R68.32	WB	BROWN ARROYO 56 204				Planned
	8	RIV	10	R72.03	WB	CACTUS CITY RD				Planned
	8	RIV	10	R75.08	WB	FRONTAGE RD				Planned
	8	RIV	10	R78.54	WB	BURIED MTN WASH BR				Planned
	8	RIV	10	R81.39	WB	COTTONWOOD SPRINGS				Planned
	8	RIV	10	R85.90	WB	CHIRIACO SUMMIT				Planned
	8	RIV	10	R90.00	WB	HAYFIELD RD				Planned
	8	RIV	10	R95.37	WB	RED CLOUD RD				Planned
	8	RIV	10	R101.93	WB	EAGLE MTN RD				Planned
	8	RIV	10	R104.97	WB	RICE RD/177				Planned
	8	RIV	15	3.33	NB	SR 79/FRONT				Planned
	8	RIV	15	3.58	NB	SR 79/FRONT				Planned
	8	RIV	15	4.83	SB	RANCHO CALIFORNIA				Planned
	8	RIV	15	5.13	NB	RANCHO CALIFORNIA				Planned
	8	RIV	15	6.45	SB	79/WINCHESTER				Planned
	8	RIV	15	6.65	SB	79/WINCHESTER				Planned
	8	RIV	15	6.81	NB	79/WINCHESTER				Planned
	8	RIV	15	9.34	SB	MURRIETA HOT SPRINGS				Planned

● Existing Meter

2011 Ramp Metering Development Plan

	DISTRICT	COUNTY	ROUTE	POSTMILE	DIRECTION	LOCATION	Ramp Type	# of Lanes	HOVPL	COMMENT
	8	RIV	15	9.59	NB	MURRIETA HOT SPRINGS				Planned
	8	RIV	15	10.44	SB	CALIFORNIA OAKS				Planned
	8	RIV	15	10.78	NB	CALIFORNIA OAKS				Planned
	8	RIV	15	13.47	SB	CLINTON KEITH RD				Planned
	8	RIV	15	13.80	NB	CLINTON KEITH RD				Planned
	8	RIV	15	14.90	SB	BAXTER RD				Planned
	8	RIV	15	15.23	NB	BAXTER RD				Planned
	8	RIV	15	16.14	SB	BUNDY CYN				Planned
	8	RIV	15	16.47	NB	BUNDY CYN				Planned
	8	RIV	15	18.93	SB	RAILROAD CYN				Planned
	8	RIV	15	19.31	NB	RAILROAD CYN				Planned
	8	RIV	15	20.66	SB	MAIN ST				Planned
	8	RIV	15	21.14	NB	MAIN ST				Planned
	8	RIV	15	22.08	SB	74/CENTRAL				Planned
	8	RIV	15	22.43	NB	74/CENTRAL				Planned
	8	RIV	15	24.04	NB	NICHOLS RD				Planned
	8	RIV	15	26.51	SB	LAKE ST				Planned
	8	RIV	15	26.91	NB	LAKE ST				Planned
	8	RIV	15	30.25	SB	INDIAN TRAIL RD				Planned
	8	RIV	15	30.60	NB	INDIAN TRAIL RD				Planned
	8	RIV	15	33.09	SB	TEMESCUAL CYN				Planned
	8	RIV	15	33.47	NB	TEMESCUAL CYN				Planned
	8	RIV	15	35.50	SB	WEIRICK RD				Planned
	8	RIV	15	35.87	NB	WEIRICK RD				Planned
	8	RIV	15	36.93	SB	CAJALCO RD				Planned
	8	RIV	15	36.96	NB	CAJALCO RD				Planned
	8	RIV	15	37.68	SB	CERRITO RD				Planned
	8	RIV	15	38.02	NB	CERRITO RD				Planned
●	8	RIV	15	38.02	NB	EL CERRITO	S	2		Operational
	8	RIV	15	38.56	SB	ONTARIO				Planned
●	8	RIV	15	38.91	NB	ONTARIO AVE	S	2		Operational
●	8	RIV	15	40.38	NB	MAGNOLIA AVE	S	2		Operational
●	8	RIV	15	40.48	NB	MAGNOLIA AVE	S	2		Operational
●	8	RIV	15	42.76	SB	HIDDEN VALLEY BLVD	S	2		Operational
●	8	RIV	15	43.02	NB	HIDDEN VALLEY BLVD	S	2		Operational
●	8	RIV	15	43.77	NB	SECOND ST NB	S	1		Operational
●	8	RIV	15	43.86	SB	SECOND ST SB	S	2		Operational
●	8	RIV	15	45.40	SB	SIXTH ST	S	1		Operational
●	8	RIV	15	45.71	NB	SIXTH ST	S	1		Operational
●	8	RIV	15	48.05	SB	LIMONITE AVE	S	2		Operational
●	8	RIV	15	48.37	NB	LIMONITE AVE	S	1		Operational
●	8	RIV	15	49.80	SB	CANTU GALLEANO SB	S	2		Operational
●	8	RIV	15	50.10	NB	CANTU GALLEANO NB	L	3		Operational
●	8	RIV	15	50.20	SB	CANTU GALLEANO SB	L	2		Operational
	8	RIV	60	R0.20	WB	MILLIKEN AVE	S	1		Planned
●	8	RIV	60	R0.23	EB	MILLIKEN AVE	S	1		Operational
	8	RIV	60	R0.55	WB	I-15 CONNECTOR				Planned
	8	RIV	60	R0.98	EB	I-15 CONNECTOR				Planned
	8	RIV	60	R1.56	WB	VAN BUREN BLVD				Planned
	8	RIV	60	R2.22	EB	ETIWANDA AVE				Planned
	8	RIV	60	R2.87	WB	COUNTRY VILLAGE				Planned
	8	RIV	60	R3.19	EB	COUNTRY VILLAGE				Planned
	8	RIV	60	R4.35	WB	PEDLEY RD				Planned
	8	RIV	60	R4.71	EB	PEDLEY RD				Planned

● Existing Meter

2011 Ramp Metering Development Plan

	DISTRICT	COUNTY	ROUTE	POSTMILE	DIRECTION	LOCATION	Ramp Type	# of Lanes	HOVPL	COMMENT
	8	RIV	60	R5.40	WB	PYRITE ST				Planned
	8	RIV	60	R5.82	EB	PYRITE ST				Planned
	8	RIV	60	7.36	WB	VALLEY WAY				Planned
	8	RIV	60	7.66	EB	VALLEY WAY				Planned
	8	RIV	60	9.39	WB	RUBIDOUX BLVD				Planned
	8	RIV	60	9.83	EB	RUBIDOUX BLVD				Planned
	8	RIV	60	10.86	WB	MARKET ST				Planned
	8	RIV	60	11.28	EB	MARKET ST				Planned
●	8	RIV	60	11.80	EB	MAIN ST	S	1		Operational
	8	RIV	60	11.94	EB	ORANGE ST				Planned
●	8	RIV	60	13.39	WB	DAY ST	L	1		Operational
●	8	RIV	60	13.45	EB	DAY ST	S	2		Operational
●	8	RIV	60	14.17	WB	PIGEON PASS RD	S	2		Operational
●	8	RIV	60	14.41	WB	PIGEON PASS RD	L	1		Operational
●	8	RIV	60	14.53	EB	PIGEON PASS RD/FREDRICK	S	2		Operational
●	8	RIV	60	15.17	WB	HEACOCK AVE	S	2		Operational
●	8	RIV	60	15.60	EB	HEACOCK AVE	S	1		Operational
●	8	RIV	60	16.14	WB	PERRIS BLVD	S	2		Operational
●	8	RIV	60	16.60	EB	PERRIS BLVD	S	1		Operational
	8	RIV	60	18.37	EB	NASON ST				Planned
	8	RIV	60	18.37	WB	NASON ST				Planned
	8	RIV	60	19.12	WB	MORENO BEACH DR				Planned
	8	RIV	60	19.12	EB	MORENO BEACH DR				Planned
	8	RIV	60	20.37	WB	REDLANDS BLVD				Planned
	8	RIV	60	20.37	EB	REDLANDS BLVD				Planned
●	8	RIV	91	R1.00	WB	GREEN RIVER RD	S	3	m	Operational
●	8	RIV	91	R1.06	EB	GREEN RIVER RD	S	2	m	Operational
●	8	RIV	91	R1.98	WB	SR 71	S	2		Operational
●	8	RIV	91	R2.54	EB	SR 71	S	2		Operational
●	8	RIV	91	R3.69	WB	SERFAS CLUB DR	S	3	m	Operational
●	8	RIV	91	R3.73	EB	SERFAS CLUB DR	S	2	m	Operational
●	8	RIV	91	4.21	WB	MAPLE ST	S	2	m	Operational
●	8	RIV	91	4.21	EB	MAPLE ST	S	2		Operational
●	8	RIV	91	5.30	WB	LINCOLN AVE	S	3	m	Operational
●	8	RIV	91	5.50	EB	LINCOLN AVE	S	2		Operational
●	8	RIV	91	5.86	WB	W. GRAND AVE	S	1		Operational
●	8	RIV	91	6.27	WB	MAIN ST	S	2	m	Operational
●	8	RIV	91	6.46	EB	MAIN ST	S	3	m	Operational
	8	RIV	91	7.03	WB	I-15 CONNECTOR				Planned
	8	RIV	91	7.71	EB	I-15 CONNECTOR				Planned
●	8	RIV	91	9.02	WB	MCKINLEY AVE	S	3	m	Operational
●	8	RIV	91	9.22	EB	MCKINLEY AVE	L	2	m	Operational
●	8	RIV	91	9.36	EB	MCKINLEY AVE	S	1		Operational
●	8	RIV	91	10.72	WB	PIERCE ST	S	2	m	Operational
●	8	RIV	91	11.05	WB	MAGNOLIA AVE	S	1		Operational
●	8	RIV	91	11.22	EB	MAGNOLIA AVE	S	1		Operational
●	8	RIV	91	11.93	WB	LA SIERRA AVE	S	3	m	Operational
●	8	RIV	91	12.17	EB	LA SIERRA AVE	S	3	m	Operational
●	8	RIV	91	13.01	WB	TYLER ST	S	2	m	Operational
●	8	RIV	91	13.06	EB	TYLER ST	S	2	m	Operational
●	8	RIV	91	14.07	WB	VAN BUREN ST	S	2	m	Operational
●	8	RIV	91	14.10	EB	VAN BUREN ST	S	2	m	Operational
●	8	RIV	91	15.57	EB	ADAMS ST	S	2	m	Operational
●	8	RIV	91	15.71	WB	ADAMS ST	S	2	m	Operational

● Existing Meter

2011 Ramp Metering Development Plan

	DISTRICT	COUNTY	ROUTE	POSTMILE	DIRECTION	LOCATION	Ramp Type	# of Lanes	HOVPL	COMMENT
●	8	RIV	91	16.59	WB	MADISON ST	S	2	m	Operational
●	8	RIV	91	16.75	EB	MADISON ST	S	2	m	Operational
●	8	RIV	91	17.72	WB	ARLINGTON AVE	S	2	m	Operational
●	8	RIV	91	17.93	EB	ARLINGTON AVE	S	2		Operational
●	8	RIV	91	18.34	WB	CENTRAL AVE	S	2	m	Operational
●	8	RIV	91	18.52	EB	CENTRAL AVE	S	1		Operational
●	8	RIV	91	19.83	WB	14TH ST	S	2		Operational
●	8	RIV	91	20.12	EB	14TH ST	S	2		Operational
●	8	RIV	91	20.29	WB	9TH ST	S	2		Operational
●	8	RIV	91	20.60	EB	MISSION INN	S	2		Operational
	8	RIV	91	21.30	EB	LA CADENA DR				Planned
●	8	RIV	91	21.47	WB	SPRUCE	S	2		Operational
	8	RIV	91	21.51	WB	SR 60				Planned
	8	RIV	215	9.30	SB	MURRIETA HOT SPRINGS				Planned
	8	RIV	215	9.70	NB	MURRIETA HOT SPRINGS				Planned
	8	RIV	215	12.32	SB	CLINTON KEITH ROAD				Planned
	8	RIV	215	12.73	NB	CLINTON KEITH ROAD				Planned
	8	RIV	215	15.70	NB	SCOTT ROAD				Planned
●	8	RIV	215	16.81	SB	LOS ALAMOS	S	3	m	Operational
●	8	RIV	215	17.44	NB	LOS ALAMOS	S	3	m	Operational
	8	RIV	215	18.30	SB	NEWPORT ROAD				Planned
	8	RIV	215	18.70	NB	NEWPORT ROAD				Planned
	8	RIV	215	20.59	SB	MCCALL BLVD				Planned
	8	RIV	215	21.07	NB	MCCALL BLVD				Planned
	8	RIV	215	22.58	SB	ETHANAC ROAD				Planned
	8	RIV	215	22.94	NB	ETHANAC ROAD				Planned
	8	RIV	215	23.72	SB	SR 74				Planned
	8	RIV	215	23.73	NB	SR 74				Planned
●	8	RIV	215	26.08	SB	4TH ST	S	2		Operational
●	8	RIV	215	26.52	NB	4TH ST	S	2		Operational
	8	RIV	215	27.38	NB	D ST				Planned
	8	RIV	215	27.70	SB	NUEVO ROAD				Planned
	8	RIV	215	28.03	NB	NUEVO ROAD				Planned
	8	RIV	215	R30.76	SB	RAMONA EXPWY				Planned
	8	RIV	215	R31.08	NB	RAMONA EXPWY				Planned
	8	RIV	215	R32.20	SB	OLEANDER AVE				Planned
	8	RIV	215	R32.49	NB	OLEANDER AVE				Planned
	8	RIV	215	R33.99	SB	VAN BUREN ST				Planned
	8	RIV	215	R34.06	SB	VAN BUREN ST				Planned
	8	RIV	215	R34.34	NB	VAN BUREN ST				Planned
	8	RIV	215	R35.51	SB	CACTUS AVE				Planned
	8	RIV	215	R35.89	NB	CACTUS AVE				Planned
	8	RIV	215	R36.32	SB	ALESANDRO BLVD				Planned
	8	RIV	215	R36.47	SB	ALESANDRO BLVD				Planned
	8	RIV	215	R36.59	NB	ALESANDRO BLVD				Planned
	8	RIV	215	R37.23	SB	EUCALYPTUS AVE				Planned
●	8	RIV	215	R37.61	NB	EUCALYPTUS AVE	S	1		Operational
●	8	RIV	215	38.63	NB	BOX SPRING	S	1		Operational
●	8	RIV	215	38.77	SB	SYCAMORE(BOX SPRING)	S	2		Operational
●	8	RIV	215	39.34	SB	CENTRAL	S	3	m	Operational
●	8	RIV	215	39.65	NB	CENTRAL	S	2	m	Operational
●	8	RIV	215	40.76	SB	M.LUTHER KING	S	2		Operational
●	8	RIV	215	40.93	NB	M. LUTHER KING	S	2		Operational
	8	RIV	215	41.11	SB	PENNSYLVANIA AVE				Planned

● Existing Meter

2011 Ramp Metering Development Plan

	DISTRICT	COUNTY	ROUTE	POSTMILE	DIRECTION	LOCATION	Ramp Type	# of Lanes	HOVPL	COMMENT
	8	RIV	215	41.24	NB	PENNSYLVANIA AVE				Planned
●	8	RIV	215	41.34	SB	UNIVERSITY AVE	S	2		Operational
●	8	RIV	215	41.56	NB	UNIVERSITY AVE	S	2	m	Operational
●	8	RIV	215	42.07	SB	BLAINE ST	S	2		Operational
●	8	RIV	215	42.25	NB	BLAINE ST	S	2		Operational
	8	RIV	215	43.14	SB	SR 91				Planned
	8	RIV	215	43.23	NB	SR 60				Planned
	8	RIV	215	43.34	NB	I-215				Planned
	8	RIV	215	43.39	SB	I-215				Planned
	8	RIV	215	43.43	SB	SR 60				Planned
	8	RIV	215	43.96	SB	COLUMBIA AVE				Planned
●	8	RIV	215	43.97	NB	COLUMBIA AVE	S	2		Operational
	8	RIV	215	44.91	SB	CENTER ST				Planned
●	8	SBD	10	0.58	WB	MONTE VISTA AVE	S	2	m	Operational
●	8	SBD	10	0.81	EB	MONTE VISTA AVE	S	2		Operational
●	8	SBD	10	1.15	WB	CENTRAL AVE	S	2	m	Operational
●	8	SBD	10	1.15	EB	CENTRAL AVE	S	2	m	Operational
●	8	SBD	10	2.26	WB	MOUNTAIN AVE	S	2	m	Operational
●	8	SBD	10	2.39	EB	MOUNTAIN AVE	S	2	m	Operational
●	8	SBD	10	3.34	WB	EUCLID AVE	S	1		Operational
●	8	SBD	10	3.55	WB	EUCLID AVE	L	1		Operational
●	8	SBD	10	3.60	EB	EUCLID AVE	S	1		Operational
●	8	SBD	10	5.21	WB	4TH ST	S	2		Operational
●	8	SBD	10	5.29	EB	4TH ST	S	2	m	Operational
●	8	SBD	10	6.04	WB	VINEYARD AVE	S	1		Operational
●	8	SBD	10	6.12	WB	VINEYARD AVE	L	1		Operational
●	8	SBD	10	6.53	EB	VINEYARD AVE	S	2	m	Operational
●	8	SBD	10	6.98	EB	HOLT AVE	S	2		Operational
●	8	SBD	10	7.19	WB	ARCHIBALD AVE	S	1	m	Operational
●	8	SBD	10	7.29	EB	ARCHIBALD AVE	S	3		Operational
●	8	SBD	10	8.08	WB	HAVEN AVE WB	S	2	m	Operational
●	8	SBD	10	8.11	EB	HAVEN AVE EB	L	2	m	Operational
●	8	SBD	10	8.22	WB	HAVEN AVE EB	S	2	m	Operational
●	8	SBD	10	8.23	EB	HAVEN AVE WB	L	2	m	Operational
●	8	SBD	10	8.99	WB	MILLIKEN AVE	S	2		Operational
●	8	SBD	10	9.12	EB	MILLIKEN AVE	S	2		Operational
●	8	SBD	10	10.84	WB	ETIWANDA AVE	L	2		Operational
●	8	SBD	10	10.96	WB	VALLEY BLVD	S	2		Operational
●	8	SBD	10	10.96	WB	Valley	S	2		Operational
●	8	SBD	10	10.98	EB	ETIWANDA AVE	L	2		Operational
●	8	SBD	10	10.98	WB	ETIWANDA AVE	S	2		Operational
●	8	SBD	10	10.98	EB	ETIWANDA AVE	S	2	m	Operational
	8	SBD	10	13.04	WB	CHERRY AVE				Planned
	8	SBD	10	13.35	EB	CHERRY AVE				Planned
	8	SBD	10	15.06	WB	CITRUS AVE				Planned
	8	SBD	10	15.35	EB	CITRUS AVE				Planned
●	8	SBD	10	16.24	WB	SIERRA WB ON	S	3	m	Operational
●	8	SBD	10	16.34	EB	SIERRA EB ON	S	3	m	Operational
	8	SBD	10	R18.23	WB	CEDAR AVE				Planned
	8	SBD	10	R18.79	EB	CEDAR AVE				Planned
	8	SBD	10	19.85	WB	RIVERSIDE AVE				Planned
	8	SBD	10	20.15	EB	RIVERSIDE AVE				Planned
	8	SBD	10	R21.85	WB	RANCHO AVE				Planned
	8	SBD	10	R22.09	EB	RANCHO AVE				Planned

● Existing Meter

2011 Ramp Metering Development Plan

	DISTRICT	COUNTY	ROUTE	POSTMILE	DIRECTION	LOCATION	Ramp Type	# of Lanes	HOVPL	COMMENT
	8	SBD	10	R22.48	WB	LA CADENA DR(8TH ST)				Planned
	8	SBD	10	R22.86	EB	9TH ST				Planned
	8	SBD	10	R23.14	WB	MT. VERNON AVE				Planned
	8	SBD	10	R23.44	EB	MT. VERNON AVE				Planned
	8	SBD	10	R24.31	EB	I-215 CONNECTOR				Planned
●	8	SBD	10	R24.54	WB	HUNTS LANE	S	1		Operational
●	8	SBD	10	25.40	EB	WATERMAN AVE	S	2		Operational
●	8	SBD	10	25.45	WB	HOSPITALITY	S	2		Operational
●	8	SBD	10	26.15	WB	TIPPECANOE AVE	S	2		Operational
●	8	SBD	10	26.43	EB	TIPPECANOE AVE	S	2		Operational
●	8	SBD	10	27.15	WB	MT. VIEW AVE	S	2		Operational
●	8	SBD	10	27.42	EB	MT. VIEW AVE	S	1		Operational
●	8	SBD	10	28.18	WB	CALIFORNIA ST	S	2		Operational
●	8	SBD	10	28.43	EB	CALIFORNIA ST	S	1		Operational
●	8	SBD	10	29.16	WB	ALABAMA	S	2		Operational
	8	SBD	10	29.65	WB	SR 30				Planned
	8	SBD	10	29.83	EB	SR 30				Planned
	8	SBD	10	29.99	EB	TENNESSE ST				Planned
	8	SBD	10	30.92	WB	ORANGE ST				Planned
	8	SBD	10	31.20	EB	SIXTH ST				Planned
	8	SBD	10	31.76	WB	UNIVERSITY AVE				Planned
	8	SBD	10	32.30	EB	CYPRESS AVE				Planned
	8	SBD	10	32.98	WB	FORD ST				Planned
	8	SBD	10	33.39	EB	REDLANDS BLVD				Planned
	8	SBD	10	34.43	EB	WABASH AVE				Planned
	8	SBD	10	35.36	WB	YUCAIPA BLVD				Planned
	8	SBD	10	35.61	EB	YUCAIPA BLVD				Planned
	8	SBD	10	R39.04	WB	COUNTY LINE RD				Planned
●	8	SBD	15	0.77	SB	JURUPA AVE	S	2		Operational
●	8	SBD	15	1.18	NB	JURUPA AVE	S	2		Operational
	8	SBD	15	2.04	SB	I-10 CONNECTOR				Planned
	8	SBD	15	2.55	NB	I-10 CONNECTOR				Planned
●	8	SBD	15	3.14	SB	4TH ST	L	2		Operational
●	8	SBD	15	3.31	NB	4TH ST	S	2		Operational
●	8	SBD	15	5.09	SB	FOOTHILL BLVD	L	1		Operational
●	8	SBD	15	5.32	SB	FOOTHILL BLVD	S	1		Operational
●	8	SBD	15	6.53	SB	BASELINE RD	S	1		Operational
	8	SBD	15	8.99	NB	CHERRY AVE				Planned
●	8	SBD	15	9.66	SB	SUMMIT BLVD	S	1		Operational
●	8	SBD	15	12.71	SB	SIERRA AVE	S	1		Operational
	8	SBD	15	13.03	NB	SIERRA AVE				Planned
	8	SBD	15	13.03	NB	SIERRA AVE				Planned
	8	SBD	15	R14.79	SB	KENWOOD AVE				Planned
	8	SBD	15	R15.21	NB	KENWOOD AVE				Planned
	8	SBD	15	R28.46	SB	OAK HILL RD				Planned
	8	SBD	15	32.52	NB	PALM AVE				Planned
	8	SBD	15	34.09	SB	PHELAN RD				Planned
	8	SBD	15	34.23	NB	PHELAN RD				Planned
	8	SBD	15	37.60	SB	BEAR VALLEY CUTOFF				Planned
	8	SBD	15	37.85	NB	BEAR VALLEY CUTOFF				Planned
	8	SBD	15	40.43	SB	JCT SR 18 PALMDALE RD				Planned
	8	SBD	15	40.48	NB	W JCT SR 18				Planned
	8	SBD	15	40.56	SB	W JCT SR 18				Planned
	8	SBD	15	40.68	NB	JCT SR 18 PALMDALE RD				Planned

● Existing Meter

2011 Ramp Metering Development Plan

	DISTRICT	COUNTY	ROUTE	POSTMILE	DIRECTION	LOCATION	Ramp Type	# of Lanes	HOVPL	COMMENT
	8	SBD	15	41.90	SB	MOJAVE DR				Planned
	8	SBD	15	42.16	NB	MOJAVE DR				Planned
	8	SBD	15	43.28	NB	E. JCT 18 D STREET				Planned
	8	SBD	15	43.35	SB	E. JCT 18 D STREET				Planned
	8	SBD	15	43.72	NB	E. JCT 18 E STREET				Planned
	8	SBD	15	43.75	SB	E. JCT 18 E STREET				Planned
●	8	SBD	60	R1.17	WB	RAMONA AVE	S	1		Operational
●	8	SBD	60	R1.49	EB	RAMONA AVE	S	1		Operational
●	8	SBD	60	R2.17	WB	CENTRAL AVE	S	1		Operational
●	8	SBD	60	R2.55	EB	CENTRAL AVE	S	1		Operational
●	8	SBD	60	R3.42	WB	MOUNTAIN AVE	S	1		Operational
●	8	SBD	60	R3.80	EB	MOUNTAIN AVE	S	1		Operational
●	8	SBD	60	R4.39	WB	EUCLID AVE	S	1		Operational
●	8	SBD	60	R4.79	EB	EUCLID AVE	S	1		Operational
●	8	SBD	60	R5.69	WB	GROVE AVE	S	2	m	Operational
●	8	SBD	60	R6.06	EB	GROVE AVE	S	2	m	Operational
●	8	SBD	60	R6.69	WB	VINEYARD AVE	S	1		Operational
●	8	SBD	60	R7.07	EB	VINEYARD AVE	S	1		Operational
●	8	SBD	60	R7.71	WB	ARCHIBALD AVE	S	2	m	Operational
●	8	SBD	60	R8.08	EB	ARCHIBALD AVE	S	2	m	Operational
●	8	SBD	60	R9.10	EB	HAVEN AVE	S	1		Operational
●	8	SBD	60	R9.10	WB	HAVEN AVE	S	2	m	Operational
●	8	SBD	60	R9.75	WB	MILLIKEN AVE	S	1		Operational
●	8	SBD	71	R0.87	NB	CHINO AVE⍰	S	3		Operational
●	8	SBD	71	R1.10	SB	CHINO AVE	S	3	m	Operational
●	8	SBD	71	R1.66	NB	GRAND AVE	S	2	m	Operational
●	8	SBD	71	R1.88	NB	GRAND AVE	S	2	m	Operational
●	8	SBD	71	R2.01	SB	GRAND AVE	S	2	m	Operational
●	8	SBD	71	R3.19	SB	CHINO HILL PKWY	S	2	m	Operational
●	8	SBD	71	R3.75	SB	RAMONA AVE	S	2	m	Operational
●	8	SBD	71	R4.69	NB	SOQUEL CANYON	S	2	m	Operational
●	8	SBD	71	R4.88	NB	SOQUEL CANYON	L	2	m	Operational
●	8	SBD	71	R4.90	SB	SOQUEL CANYON	L	2	m	Operational
●	8	SBD	71	R5.10	SB	SOQUEL CANYON	S	2	m	Operational
●	8	SBD	71	R6.34	NB	PINE AVE	S	2	m	Operational
●	8	SBD	71	R6.71	SB	PINE AVE	S	2	m	Operational
●	8	SBD	71	R7.96	NB	EUCLID AVE	L	2	m	Operational
●	8	SBD	71	R8.00	SB	EUCLID AVE	L	2	m	Operational
●	8	SBD	71	R8.23	NB	EUCLID AVE	S	2	m	Operational
●	8	SBD	210	1.40	WB	MOUNTAIN AVE	S	2		Operational
●	8	SBD	210	1.60	EB	MOUNTAIN AVE	S	2		Operational
●	8	SBD	210	3.30	WB	CAMPUS AVE	S	2		Operational
●	8	SBD	210	3.60	EB	CAMPUS AVE	S	2	m	Operational
●	8	SBD	210	4.50	WB	CARNELIAN	S	2		Operational
●	8	SBD	210	4.70	EB	CARNELIAN	S	2		Operational
●	8	SBD	210	5.70	WB	ARCHIBALD AVE	S	2		Operational
●	8	SBD	210	6.00	EB	ARCHIBALD AVE	S	2		Operational
●	8	SBD	210	6.80	WB	HAVEN AVE	S	2		Operational
●	8	SBD	210	7.00	EB	HAVEN AVE	S	2		Operational
●	8	SBD	210	7.80	WB	MILLIKEN AVE	S	2		Operational
●	8	SBD	210	8.00	EB	MILLIKEN AVE	S	2		Operational
●	8	SBD	210	8.80	WB	DAY CREEK	S	2		Operational
●	8	SBD	210	9.40	EB	DAY CREEK	S	2		Operational
●	8	SBD	210	13.66	WB	CITRUS AVE	S	2		Operational

● Existing Meter

2011 Ramp Metering Development Plan

	DISTRICT	COUNTY	ROUTE	POSTMILE	DIRECTION	LOCATION	Ramp Type	# of Lanes	HOVPL	COMMENT
●	8	SBD	210	14.15	EB	CITRUS AVE	S	2		Operational
●	8	SBD	210	14.70	WB	SIERRA AVE SB	S	2		Operational
●	8	SBD	210	14.88	EB	SIERRA AVE SB	L	2	m	Operational
●	8	SBD	210	14.90	WB	SIERRA AVE NB	S	2		Operational
●	8	SBD	210	14.91	EB	SIERRA AVE NB	S	2	m	Operational
●	8	SBD	210	R15.73	WB	ALDER	S	2	m	Operational
●	8	SBD	210	R16.16	EB	ALDER	S	2	m	Operational
●	8	SBD	210	R17.25	WB	AYALA	S	2	m	Operational
●	8	SBD	210	R17.68	EB	AYALA	S	2	m	Operational
●	8	SBD	210	R18.53	WB	RIVERSIDE	S	3		Operational
●	8	SBD	210	R18.88	EB	RIVERSIDE	S	2		Operational
●	8	SBD	210	R20.54	WB	STATE	S	3		Operational
●	8	SBD	210	R20.76	EB	STATE	S	2		Operational
	8	SBD	210	R22.77	WB	H ST				Planned
	8	SBD	210	R23.10	EB	H ST				Planned
	8	SBD	210	R23.14	WB	SAN BERNARDINO AVE				Planned
	8	SBD	210	R23.27	EB	SAN BERNARDINO AVE				Planned
	8	SBD	210	R23.94	WB	WATERMAN AVE				Planned
	8	SBD	210	R24.38	EB	WATERMAN AVE				Planned
	8	SBD	210	R25.58	EB	DEL ROSA AVE				Planned
	8	SBD	210	R25.58	WB	DEL ROSA AVE				Planned
	8	SBD	210	R26.64	WB	HIGHLAND AVE				Planned
	8	SBD	210	R27.05	EB	HIGHLAND AVE				Planned
	8	SBD	210	R29.23	WB	BASELINE ST				Planned
	8	SBD	210	R29.49	EB	BASELINE ST				Planned
	8	SBD	210	R30.12	WB	FIFTH ST				Planned
	8	SBD	210	R30.40	EB	FIFTH ST				Planned
	8	SBD	210	R32.14	WB	SAN BERNARDINO AVE				Planned
	8	SBD	210	R32.27	EB	SAN BERNARDINO AVE				Planned
●	8	SBD	215	0.06	SB	LA CADENA	S	1		Operational
●	8	SBD	215	0.51	NB	IOWA AVE	S	2		Operational
●	8	SBD	215	1.17	SB	BARTON RD	S	2		Operational
●	8	SBD	215	1.44	NB	BARTON RD	S	1		Operational
●	8	SBD	215	2.57	SB	MT. VERNON AVE	S	1		Operational
●	8	SBD	215	2.66	NB	WASHINGTON AVE (Loop)	S	2		Operational
●	8	SBD	215	2.90	NB	WASHINGTON AVE (Hook)	S	2		Operational
●	8	SBD	215	4.85	SB	ORANGE SHOW RD	S	1		Operational
●	8	SBD	215	5.06	SB	ORANGE SHOW RD	L	1		Operational
●	8	SBD	215	5.12	NB	ORANGE SHOW RD	S	2		Operational
●	8	SBD	215	5.43	SB	INLAND CENTER DR	S	2		Operational
●	8	SBD	215	5.53	NB	INLAND CENTER DR	S	2		Operational
●	8	SBD	215	6.20	NB	MILL ST	S	2		Operational
●	8	SBD	215	6.68	SB	2ND ST	S	1		Operational
●	8	SBD	215	6.92	NB	2ND ST	S	1		Operational
●	8	SBD	215	7.30	NB	5TH ST	S	2		Operational
	8	SBD	215	9.13	SB	MASSACHUSETTS AVE				Planned
	8	SBD	215	9.42	SB	27TH ST				Planned
	8	SBD	215	11.43	SB	UNIVERSITY PKWY				Planned
	8	SBD	215	11.81	NB	UNIVERSITY PKWY				Planned
	8	SBD	215	13.80	SB	PALM AVE				Planned
	8	SBD	215	14.30	NB	PALM AVE				Planned
	8	SBD	215	17.10	NB	DEVORE RD/CAJON BLVD				Planned
	8	SBD	215	17.25	SB	DEVORE RD				Planned
	8	SBD	259	R0.37	SB	HIGHLAND AVE				Planned

● Existing Meter

2011 Ramp Metering Development Plan

DISTRICT	COUNTY	ROUTE	POSTMILE	DIRECTION	LOCATION	Ramp Type	# of Lanes	HOVPL	COMMENT
8	SBD	259	0.66	NB	HIGHLAND AVE				Planned

● Existing Meter