



Governor's Strategic Growth Plan -- GoCalifornia
\$12 Billion General Obligation Bond
Project Category Summary

| Category of Projects | Total (\$ Billions) |
|---|------------------------|
| Highways | 5.6 |
| Performance Projects | |
| Regional Priority Routes | 3.3 |
| SR 99 Corridor Enhancement Master Plan | 1.0 |
| State Inter-Regional Routes | 1.0 |
| Corridor Mobility Management Program | 0.3 |
| Technology | 0.2 |
| ITS - TMS | 0.2 |
| Rail and Transit | 0.7 |
| Inter-City Rail | 0.5 |
| Park-and-Ride Facilities, Pedestrian/Bike Paths | 0.2 |
| Trade Infrastructure | 4.0 |
| Air Quality Improvements -- Existing Impact Mitigation | 1.0 |
| Trade Corridors and Goods Movement Infrastructure | 3.0 |
| Safety and Preservation | 1.5 |
| State Highway Operations and Preservation Program (SHOPP) | 1.5 |
| Total Transportation and Air Quality Bond | 12.0 |

**Governor's Strategic Growth Plan -- GoCalifornia
\$12 Billion G.O. Bond**

Preliminary Working List of Proposed Projects: Performance Projects - Highways

| Summary of Major Mobility Improvements Regional Priority Routes (\$3.3 Billion) | Primary Performance Indicators by Project | County | Route / Corridor | Project Description | Cost* (Thousands) |
|---|---|--------------------------|---|---|----------------------|
| Regional Priority Routes | | | | | |
| <p>Twenty one major projects on California's urban freeway corridors are identified for funding. The corridors and projects have significant statewide, inter-regional or regional importance and have large funding needs. Ensuring improvements are on the ground in the ten year mobility horizon has overriding value for improved mobility and throughput. The corridors and projects by GoCalifornia region are:</p> <p>Bay Area:</p> <ul style="list-style-type: none"> - SR 24: Complete Caldecott Tunnel Corridor in Alameda/Contra Costa Counties - I-80/680/12: Construct Interchange Complex and add HOV to I-80 in Solano County - I-880: Construct corridor and operational improvements in Alameda County - SR-4: Widen in Contra Costa County - SR 12: Construct 4-lane expressway/freeway, Jamieson Canyon in Napa County - US 101: Construct HOV lanes between Santa Rosa and Windsor in Sonoma County - US 101: Construct additional lanes both directions from San Benito County line, north to Cochran Road in Santa Clara County <p>Central Coast - Santa Barbara and Ventura Counties:</p> <ul style="list-style-type: none"> - US 101: Widen in Santa Barbara and Ventura Counties <p>Central Valley - Sacramento County:</p> <ul style="list-style-type: none"> - I-5: Construct HOV lanes in Sacramento County - US 50: Construct HOV lanes in Sacramento County - I-80: Construct HOV lanes in Sacramento County <p>North State, Mountain and Eastern Sierra County - Shasta County:</p> <ul style="list-style-type: none"> - I-5: Construct additional freeway lane on both direction in Shasta County <p>Southern California - Los Angeles and Orange Counties:</p> <ul style="list-style-type: none"> - I-405: Complete Northbound HOV from I-10 to US-101 in Los Angeles County - I-5: South widening and improve Carmenita Road Interchange in Los Angeles County - I-10: Construct HOV from Puente to SR-57 in Los Angeles County - SR 91: Construct freeway and operational improvements in Orange County <p>Southern California - Inland Empire (San Bernardino and Riverside Counties):</p> <ul style="list-style-type: none"> - I-215: Widen from east junction SR 60 south to I-15 junction in Riverside County - I-15: Construct HOV, Mixed Flow and Auxiliary Lanes in San Bernardino County <p>San Diego and Imperial Counties:</p> <ul style="list-style-type: none"> - I-5: Construct HOV, Mixed Flow and Auxiliary Lanes in San Diego County - I-15: Construct North/South Managed Lanes in San Diego County - SR 805/905: Construct new 6-lane freeway in San Diego County | Safety, Mobility, Accessibility, Reliability Productivity (Throughput) | Alameda Contra Costa | 24 | Complete Caldecott Tunnel Corridor | \$ 140,000 |
| | Safety, Mobility, Accessibility, Reliability Productivity (Throughput) | Solano | 80/680/12 | Construct Interchange Complex and HOV Lanes | \$ 300,000 |
| | Safety, Mobility, Accessibility, Reliability Productivity (Throughput) | Alameda | 880 | Construct Corridor and Operational Improvements | \$ 100,000 |
| | Safety, Mobility, Accessibility, Reliability Productivity (Throughput) | Contra Costa | 4 | Widen in Contra Costa County | \$ 60,000 |
| | Safety, Mobility, Accessibility, Reliability Productivity (Throughput) | Napa | 12 | Widen from 2-lane conventional to 4-lane expressway | \$ 65,000 |
| | Safety, Mobility, Accessibility, Reliability Productivity (Throughput) | Sonoma | 101 | Construct HOV lanes between Santa Rosa and Windsor | \$ 60,000 |
| | Safety, Mobility, Accessibility, Reliability Productivity (Throughput) | Santa Clara | 101 | Construct additional lanes both directions from San Benito County line north to Cochran Road | \$ 150,000 |
| | Safety, Mobility, Accessibility, Reliability Productivity (Throughput) | Santa Barbara Ventura | 101 | Widen in Santa Barbara and Ventura County | \$ 80,000 |
| | Safety, Mobility, Accessibility, Reliability Productivity (Throughput) | Sacramento | 5 | Construct HOV lanes in Sacramento County | \$ 100,000 |
| | Safety, Mobility, Accessibility, Reliability Productivity (Throughput) | Sacramento | 50 | Construct HOV lanes in Sacramento County | \$ 85,000 |
| | Safety, Mobility, Accessibility, Reliability Productivity (Throughput) | Sacramento | 80 | Construct HOV lanes in Sacramento County | \$ 90,000 |
| | Safety, Mobility, Accessibility, Reliability Productivity (Throughput) | Shasta | 5 | Construct additional freeway lane on both direction in Shasta County | \$ 50,000 |
| | Safety, Mobility, Accessibility, Reliability Productivity (Throughput) | Los Angeles | 405 | Construct Northbound HOV from I-10 to US-101 | \$ 350,000 |
| | Safety, Mobility, Accessibility, Reliability Productivity (Throughput) | Los Angeles | 5 | South widening and improve Carmenita Road Interchange | \$ 100,000 |
| | Safety, Mobility, Accessibility, Reliability Productivity (Throughput) | Los Angeles | 10 | Construct HOV from Puente to SR-57 in LA County | \$ 280,000 |
| | Safety, Mobility, Accessibility, Reliability Productivity (Throughput) | Orange | 91 | Construct freeway and operational improvements | \$ 320,000 |
| | Safety, Mobility, Accessibility, Reliability Productivity (Throughput) | Riverside | 215 | Widen from east junction SR 60 south to I-15 junction | \$ 265,000 |
| | Safety, Mobility, Accessibility, Reliability Productivity (Throughput) | San Bernardino | 15 | Widen for HOV and add Managed Lanes | \$ 250,000 |
| | Safety, Mobility, Accessibility, Reliability Productivity (Throughput) | San Diego | 5 | Widen for HOV, Mixed Flow and Auxiliary Lanes | \$ 250,000 |
| | Safety, Mobility, Accessibility, Reliability Productivity (Throughput) | San Diego | 15 | Construct Managed Lanes - North/South Segments | \$ 100,000 |
| Safety, Mobility, Accessibility, Reliability Productivity (Throughput) | San Diego | 805/905 | Complete Corridor Improvements and New Freeway Route | \$ 110,000 | |
| * COS (32%) included | | | | | \$ 3,305,000 |

TOTAL - Regional Routes

\$ 3,305,000

Governor's Strategic Growth Plan -- GoCalifornia
\$12 Billion G.O. Bond
Preliminary Working List of Proposed Projects: SR 99 Master Plan

| Summary of Major Mobility Improvements SR-99 Corridor Enhancement Master Plan (\$6 Billion Plan -- \$1 Billion G.O. Bond) | Primary Performance Indicators by Project | County | Route / Corridor | Project Description | Cost* (Thousands) |
|--|--|------------------|---------------------|---|-------------------|
| SR 99 Corridor Enhancement Master Plan - Kern to San Joaquin County | | | | | |
| <p>Highway 99 is the transportation backbone of the San Joaquin Valley from Kern County through San Joaquin County. The "Enhancement Plan" and the final draft "Business Plan" to implement it, include over \$6 billion of investments to bring the corridor to a full freeway standard, add capacity/lanes overall, improve and add interchanges, and make other improvements. These documents are available on the Department of Transportation District 6 web-site.</p> <p>The package of projects in this document for "performance projects" includes all major highway categories of improvements and are divided into the Business Plan's four priorities. The price tag for these improvements is over \$5 billion. It is recommended that \$1 billion of the \$5 billion highway need be funded through bonds as a "downpayment" towards future additional non-bond funding from a combination of traditional and increased revenue streams, future local measures, and development mitigation impact fees. This later category is specifically needed for interchange modifications and new construction for local road connections. This strategy allows major critical investments on other additional Focus Routes statewide providing large Mobility Improvements to all areas of the State that remain underserved by freeway and expressway facilities.</p> <p>Potential Needs for Legislative Reform and Protecting the Bond Investment</p> <p>The following areas should be considered as required actions to protect the planned investment for both the bonds and future revenues: 1) preparation and enforcement of a comprehensive SR 99 ramp metering plan with phased implementation, 2) agreement to ramp metering by local agencies as a condition of receiving funds, 3) enforcement of existing Congestion Management Program statutes tying capital programs (STIP) to local congestion reduction programs, and 4) comprehensive assessment and cumulative transportation impact mitigations for corridor impacts from proposed growth.</p> | Priority 1 - Freeway Conversion | | | | |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Tulare Fresno | 99 | Widen from 4E to 6F | \$ 138,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Madera | 99 | Convert 4E to 6F on 8 LN FWY R/W | \$ 55,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Merced | 99 | Convert 4E to 6F on 8 LN FWY R/W Allignment | \$ 94,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Merced | 99 | Convert 4E to 6F on 8 LN FWY R/W Allignment | \$ 129,000 |
| | Subtotal - Priority 1 | | | | \$ 416,000 |
| | Priority 2 - Capacity Increasing Projects | | | | |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Kern | 99 | Phased widen to 8F | \$ 50,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Tulare | 99 | Widen from 4F to 6F | \$ 95,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Tulare | 99 | Widen from 4F to 6F | \$ 115,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Tulare | 99 | Widen from 4F to 6F | \$ 80,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Tulare | 99 | Widen from 4F to 6F | \$ 104,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Fresno | 99 | Widen from 6F to 8F | \$ 45,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Fresno | 99 | Widen from 6F to 8F | \$ 200,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Fresno | 99 | Widen from 4F to 6F | \$ 51,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Madera | 99 | Widen from 4F to 6F | \$ 62,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Madera | 99 | Widen from 4F to 6F | \$ 74,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Madera | 99 | Widen from 4F to 6F | \$ 93,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Madera | 99 | Widen from 4F to 6F | \$ 156,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Merced | 99 | Convert 4F to 6F | \$ 157,000 |
| Safety, Mobility, Accessibility, Reliability, Productivity | Merced | 99 | Convert 4F to 6F | \$ 120,000 | |

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| Summary of Major Mobility Improvements SR-99 Corridor Enhancement Master Plan (\$6 Billion Plan -- \$1 Billion G.O. Bond) | Primary Performance Indicators by Project | County | Route / Corridor | Project Description | Cost* (Thousands) |
|---|---|-------------|---------------------|--|---------------------|
| SR 99 Corridor Enhancement Master Plan - Kern to San Joaquin County | | | | | |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Merced | 99 | Convert 4F to 6F | \$ 65,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Merced | 99 | Convert 4F to 6F | \$ 47,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Merced | 99 | Convert 4F to 6F | \$ 60,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Stanislaus | 99 | Widen 6F to 8F | \$ 143,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Stanislaus | 99 | Widen 6F to 8F | \$ 74,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Stanislaus | 99 | Widen 6F to 8F | \$ 89,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Stanislaus | 99 | Widen 6F to 8F | \$ 57,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Stanislaus | 99 | Widen 6F to 8F | \$ 59,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | San Joaquin | 99 | Widen to 6 Lanes | \$ 123,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | San Joaquin | 99 | Widen 4F to 6F | \$ 152,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | San Joaquin | 99 | Widen 4F to 6F | \$ 215,000 |
| Subtotal - Priority 2 | | | | | \$ 2,486,000 |
| Priority 3 - Major Operational Improvements | | | | | |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Kern | 99 | Construct Auxiliary Lane | \$ 26,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Kern | 99 | Construct Auxiliary Lane | \$ 30,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Kern | 99 | Near Olive Road | \$ 17,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Kern | 99 | At D20 the 7th Standard Rd Interchange | \$ 14,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Tulare | 99 | Paige Ave Interchange | \$ 52,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Tulare | 99 | Cartmill Ave Interchange | \$ 46,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Tulare | 99 | Caldwell Ave Interchange | \$ 51,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Tulare | 99 | Betty Dr Interchange | \$ 53,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Fresno | 99 | Construct NB & SB Auxiliary Lanes | \$ 169,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Fresno | 99 | Floral Rd/SR 43 Interchange | \$ 23,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Fresno | 99 | Central Ave/Chestnut Ave Interchange | \$ 53,000 |

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Preliminary Working List of Proposed Projects: SR 99 Master Plan

| Summary of Major Mobility Improvements SR-99 Corridor Enhancement Master Plan (\$6 Billion Plan -- \$1 Billion G.O. Bond) | Primary Performance Indicators by Project | County | Route / Corridor | Project Description | Cost* (Thousands) |
|---|---|-------------|---------------------|--|---------------------|
| SR 99 Corridor Enhancement Master Plan - Kern to San Joaquin County | | | | | |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Fresno | 99 | Ventura Ave Interchange | \$ 53,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Fresno | 99 | Cedar Ave/North Ave Interchange | \$ 53,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Fresno | 99 | Toulumne St to Stanislaus St | \$ 10,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Fresno | 99 | Shaw Ave Interchange | \$ 45,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Madera | 99 | Route 152 Interchange | \$ 79,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Madera | 99 | Route 99/123 Interchange | \$ 58,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Madera | 99 | Route 99/145 From S. Madera OC to N. of Route99/145 Gateway Interchange | \$ 12,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Madera | 99 | Route 99/145 Interchange | \$ 36,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Madera | 99 | Avenue 12 | \$ 54,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Stanislaus | 99 | Modify Interchange - SR-165 (Lander Ln) | \$ 43,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Stanislaus | 99 | Modify Interchange - Standiford | \$ 97,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Stanislaus | 99 | Reconstruct Interchange - Route 132 Exp | \$ 49,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Stanislaus | 99 | Modify Interchange - Pelandale | \$ 74,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Stanislaus | 99 | Reconstruct Interchange - Hammett Road | \$ 85,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Stanislaus | 99 | Reconstruct Interchange - Mitchell Rd/Service Rd | \$ 92,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Stanislaus | 99 | Reconstruct Interchange - Pine Street | \$ 88,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Stanislaus | 99 | Reconstruct Interchange - Whitmore Ave | \$ 27,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Stanislaus | 99 | Reconstruct Interchange - Kiernan Ave/SR-219 | \$ 60,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Stanislaus | 99 | Reconstruct Interchange - West Main Street | \$ 30,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Stanislaus | 99 | New Freeway to Freeway Interchange SR132 to SR132 East | \$ 88,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | San Joaquin | 99 | Reconstruct and Combine Interchanges (Phase 1&2) | \$ 79,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | San Joaquin | 99 | Reconstruct Interchange - Morada Ln | \$ 75,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | San Joaquin | 99 | Reconstruct Interchange - Eight Mile Rd | \$ 68,000 |
| Subtotal - Priority 3 | | | | | \$ 1,889,000 |

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Preliminary Working List of Proposed Projects: SR 99 Master Plan

| Summary of Major Mobility Improvements SR-99 Corridor Enhancement Master Plan (\$6 Billion Plan -- \$1 Billion G.O. Bond) | Primary Performance Indicators by Project | County | Route / Corridor | Project Description | Cost* (Thousands) |
|---|---|--------|---------------------|---|---------------------|
| SR 99 Corridor Enhancement Master Plan - Kern to San Joaquin County | | | | | |
| * COS (32%) included | Priority 4 - New Interchanges | | | | |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Kern | 99 | Near Hoskings Road | \$ 19,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Tulare | 99 | Commercial Ave Interchange near Agri-Center | \$ 45,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Fresno | 99 | Grantland Diagonal | \$ 45,000 |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Madera | 99 | Ellis Ave Interchange | \$ 100,000 |
| | Subtotal - Priority 4 | | | | \$ 209,000 |
| | Additional Master Plan Projects | | | | \$ 1,000,000 |
| TOTAL - SR 99 Master Plan | | | | \$ 6,000,000 | |
| | | | | G.O. Bond | \$1,000,000 |

Assumes \$1 Billion of Performance Projects in Bond as "downpayment" for full future package of \$5 Billion. (Note: Complete Master Plan includes additional elements such as roadside rest stops and other categories for total of \$6 Billion.)

Governor's Strategic Growth Plan – GoCalifornia
\$12 Billion G.O. Bond
Preliminary Working List of Proposed Projects: Performance Projects - Highways

| Summary of Major Mobility Improvements State Inter-Regional and Focus Routes (\$1 Billion) | Primary Performance Indicators by Project | County | Route / Corridor | Project Description | Cost* (Thousands) | |
|--|--|----------------|---|--|----------------------|--|
| State Inter-Regional and Focus Routes | | | | | | |
| <p>SR 99 Corridor Enhancement Master Plan (Kern to San Joaquin County) is listed separately and not included here.</p> <p>This is a strategic package of major projects on seven state inter-regional routes and combined corridors (e.g. SR 99/70 and SR 152/156) that, when complete and combined with the SR 99 Corridor Enhancement Master Plan projects, will ensure a strong foundation for inter-regional mobility of people and goods in California. Reforms and conditions for bond funding should include requirements for ramp metering and other strategies identified in the Route 99 Corridor Enhancement Master Plan element. The importance of these seven routes and the projects are briefly summarized below.</p> <p>SR 99/70 in Northern Sacramento Valley (I-5/99 junction to SR 149 in Butte County) – converts two-lane conventional corridors to four-and-five-lane expressways, completes key segments to freeway by constructing interchanges, and provides additional capacity and throughput for current and projected future populations. Connects the Sacramento, Yuba-City and Chico urbanized area with an improved facility, saves lives by removing two lane segments, supports improved freight movement.</p> <p>SR 58 – converts over thirty miles of two-lane conventional highway to four-lane expressway and constructs a SR/SR interchange at the SR 58/395 junction. Five-axle trucks comprise fifty-percent of the traffic from the I-15/I-40 east towards Bakersfield. Project has major freight benefits.</p> <p>International Access Routes/SR 78 – completes four-lane bypass around the town of Brawley. Improves inter-regional and international through movement of people and goods. Additional major environmental justice benefits for the Brawley community and opportunities for improved land use, transportation, housing and jobs linkages in Imperial County.</p> <p>US 101 – North Coast – closes two strategic freeway gaps to improve mobility along the North Coast. Completes Willits Bypass and contributes major funding towards the completion of Hopland Bypass.</p> <p>SR 152/156 – converts two major conventional roadway segments to four-lane expressway. Projects have major safety and mobility benefits for travel from the Bay Area to the Monterey Peninsula and from the Central Valley to US 101.</p> <p>SR 46/41 – widens important east west inter-regional routes for people and goods movement. Provides higher level facility to new urbanized area Paso Robles.</p> <p>SR 299/44/36 – North State – completes "Buckhorn" to allow STAA trucks to travel direct from I-5 at Redding to US 101 near Eureka and into the Port of Humboldt, now prohibited due to the existing curvilinear alignment that causes truck off tracking. This is the only viable alternative to get STAA trucks into the north coast. STAA trucks cannot access the Port on US 101 north due to environmental restrictions at Richardson's Grove that pre-empt major improvements to the route. Project has significant North State benefits for economic development including at the Port of Humboldt, overriding safety benefits, in addition to reliability and productivity benefits. SR 44 widening reduces congestion in the Redding urbanized area and also improves inter-regional through movement for people and goods.</p> | SR 99/70 - Northern Sacramento Valley | | | | | |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Butte | 70 | Upgrade to 4-lane Expressway | \$ 20,000 | |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Butte | 70 | Upgrade to 4-lane Expressway and construct new interchange | \$ 25,000 | |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Yuba | 70 | Upgrade to 4-lane Expressway | \$ 25,000 | |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Sutter | 99 | SR 99 / Riego Rd Interchange | \$ 15,000 | |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Sutter | 99 | Phase 2 : Feather River Bridge Widen | \$ 47,000 | |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Sacramento | 99 | SR 99/ Elverta Interchange | \$ 15,000 | |
| | Subtotal | | | | \$ 147,000 | |
| | State Route 58 Corridor | | | | | |
| | Safety, Mobility, Accessibility, Reliability, Productivity | San Bernardino | 58 | SR 395 / SR 58 I/C | \$ 60,000 | |
| | Safety, Mobility, Accessibility, Reliability, Productivity | San Bernardino | 58 | Construct to 4-lane Expressway (Kramer Junction) | \$ 144,000 | |
| | Safety, Mobility, Accessibility, Reliability, Productivity | San Bernardino | 58 | Widen to 4-lane expressway (Hinkley) | \$ 97,000 | |
| | Subtotal | | | | \$ 301,000 | |
| | International Access Routes (SR 78) | | | | | |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Imperial | 78 | Brawley Bypass - Stages 2 and 3 | \$ 51,000 | |
| | Subtotal | | | | \$ 51,000 | |
| | U.S. 101 Corridor - North Coast | | | | | |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Mendocino | 101 | Willits Bypass | \$ 130,000 | |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Mendocino | 101 | Hopland Bypass | \$ 50,000 | |
| | Subtotal | | | | \$ 180,000 | |
| | State Route 152/156 Corridor | | | | | |
| | Safety, Mobility, Accessibility, Reliability, Productivity | Monterey | 156 | Convert 2-lane conventional to 4-lane expressway | \$ 65,000 | |
| | Safety, Mobility, Accessibility, Reliability, Productivity | San Benito | 156 | San Juan Bautista - 4-lane expressway | \$ 60,000 | |
| | Subtotal | | | | \$ 125,000 | |
| | State Route 46/41 Corridor | | | | | |
| Safety, Mobility, Accessibility, Reliability, Productivity | San Luis Obispo | 46 | Widening | \$ 25,000 | | |
| Subtotal | | | | \$ 25,000 | | |
| State Route 299/36/44 Corridor - Northern California | | | | | | |
| Safety, Mobility, Accessibility, Reliability, Productivity | Shasta/Trinity | 299 | Buckhorn | \$ 146,000 | | |
| Safety, Mobility, Accessibility, Reliability, Productivity | Shasta | 44 | Construct auxiliary lane in Shasta County | \$ 20,000 | | |
| Subtotal | | | | \$ 166,000 | | |
| TOTAL - All Routes | | | | \$ 995,000 | | |

* COS (32%) included

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Preliminary Working List of Proposed Projects: Highways -- Corridor Mobility

| Summary of Major Mobility Improvements Corridor Mobility Management Program (\$500 Million) | Primary Performance Indicators by Project | County | Route / Corridor | Project Description | Cost* (Thousands) |
|--|--|---|---------------------|---|----------------------|
| Corridor Mobility Management Program (CMMP) | | | | | |
| <p>Corridor mobility management has the highest impact for reducing daily vehicle hours of recurrent delay on the State's most heavily congested urban freeway corridors, in its most highly populated urban areas. Corridor management includes the Transportation Management System (TMS) and Traffic Operations Strategies (TOPS) that restore productivity to congested freeway corridors. TMS is the "wiring" to provide real-time corridor performance information and TOPS is a set of three levels of corridor improvements (from intelligent infrastructure and auxiliary lanes to HOV system completion and Freeway direct connectors) that work together for improved corridor performance. Delay reduction will occur in the near-term 2016 mobility horizon, however the largest benefits will be captured in following years. Regional ITS Architecture implementation and local system coordinated corridor improvements will be required. (ITS includes California architecture and ITS mainstreaming efforts).</p> <p>Initially, ten preliminary corridors have been identified to implement this program through intensive study, modeling and diagnostics to identify exact locations and causes of congestion. Combined they have the highest congestion in the State and offer most immediate opportunities to reducing recurrent delay. Additional State, regional, and local dollars will be needed for each set of corridor improvements depending upon the magnitude of recurrent delay and types of infrastructure projects needed to restore productivity in the corridor.</p> | <p>Applies to All Corridors:</p> <p style="text-align: center;">Safety, Mobility, Accessibility, Reliability, Productivity (Throughput), System Preservation, Return on Investment /Lifecycle Cost</p> | <p>Major corridor segments only described below. Corridor evaluations, diagnostics, and modeling to identify the best mix of strategies, actions, and projects to restore capacity will be the first tasks for this element. Resulting corridor plans will include complete corridor improvement costs. A corridor is preliminarily defined for purposes of the CMMP, as all transportation systems, regardless of jurisdiction or mode, that taken as a whole, provide major mobility opportunities through a larger geographical area on a major travel path. Corridors typically include the state highway, major local parallel arterials, intersecting local arterials, ramps and ramp meters, signal controls, and transit and rail as applicable. Costs of Full Corridor improvement to be determined in near term studies. Improvement costs are CMMP eligible regardless of jurisdiction or mode. COST OF FULL CORRIDOR IMPROVEMENTS TO BE DETERMINED IN NEAR-TERM STUDIES.</p> | | | |
| | | Preliminary Corridors for Corridor Mobility Management Program - Corridors to be refined | | | |
| Bay Area - \$150 Million | | | | | |
| | | Alameda Contra Costa | 80 | SR 4 South of Carquinez to Bay Bridge | \$ 50,000 |
| | | Alameda San Joaquin | 580 205 | I-880 in Oakland to I-5 in Tracy | \$ 50,000 |
| | | Santa Clara Alameda | 880 | I-280 in San Jose to I-80 in Oakland | \$ 50,000 |
| Los Angeles/Orange/Riverside/San Bernardino - \$280 Million | | | | | |
| | | Los Angeles Orange San Diego | 5 | Mexico International Border to Los Angeles/Kern County Line | \$ 80,000 |
| | | Los Angeles San Bernardino Riverside | 10 | SR 1 to SR 60 in Riverside | \$ 50,000 |
| | | Los Angeles San Bernardino Riverside | 60 | I-10 in Los Angeles to I-10 in Riverside | \$ 50,000 |
| | | Los Angeles Orange Riverside | 91 | I-110 in Los Angeles to I-215 in Riverside | \$ 50,000 |
| | | Los Angeles Orange | 405 | I-5 Junction near Irvine in Orange County to Junction I-5 in Los Angeles County | \$ 50,000 |
| San Diego - \$50 Million | | | | | |
| | | San Diego | 15 | I-5 to the Riverside County line | \$ 50,000 |
| Sacramento - \$20 Million | | | | | |
| | | Sacramento | 50 | I-5 to the El Dorado County line | \$ 20,000 |
| Subtotal (includes \$300 mil CMMP and \$200 mil ITS) | | | | | \$ 500,000 |
| TOTAL | | | | | \$ 500,000 |
| * COS (32%) included | | | | | |

Governor's Strategic Growth Plan -- GoCalifornia
\$12 Billion G.O. Bond
Preliminary Working List of Proposed Projects: Inter-City Rail

| Summary of Major Mobility Improvements Inter-City Passenger Rail (\$500 Million) | Primary Performance Indicators by Project | County | Route / Corridor | Project Description | Cost* (Thousands) |
|--|--|-------------|---|--|----------------------|
| Inter-City Passenger Rail | | | | | |
| <p>California's Inter-City Passenger Rail services provide valuable modal options for inter-city travel and transfer along several of the State's most highly congested freeway corridors. The three rail corridors, Pacific Surfliner, Capitols and San Joaquins carry over 4.5 million passengers each year with 2016 projected ridership of 7.2 million. Targeting funds to the improvement package below provides nearer-term mobility and safety benefits and strengthens the foundation, operations, and expansion of the inter-city passenger rail services.</p> <p>Purchase Locomotives and Passenger Cars - improves frequency of inter-city passenger rail service on all corridors - Pacific Surfliner, Capitol Corridor, San Joaquins.</p> <p>Construct Grade Separations - improves safety, reduces motor vehicle delay and improves inter-city passenger service reliability. Additional benefits to freight movement.</p> <p>Add Tracks to Pacific Surfliner and Capitol Corridors - adds capacity for inter-city passenger services and reduces delay from freight scheduling priority on tracks. Additional benefits to Metrolink in Southern California and freight movement.</p> <p>Complete Final Engineering and Right of Way for Run-Through Tracks at Los Angeles Union Station (LAUS) for the First Project Phase - once completed through construction, project will allow increased service levels and reliability to meet projected demand at the State's most heavily used intermodal station. LAUS intermodal station connects/transfers between Amtrak trains and buses, long distance Amtrak trains, regional Southern California Regional Rail Authority Metrolink commuter trains, Los Angeles Metro subway, light rail lines and local and regional transit routes.</p> <p>Construct San Diego Surfliner Layover Facility - needed for expanded service frequency, for the cleaning, storing, and servicing rail cars.</p> <p>Synergistic and Complementary Benefits - improved mobility and modal choices in parallel congested corridors such as the I-80 (Capitols) and the I-5 (Surfliner) and the SR 91 and I-10 (Metrolink). Adds value and opportunities for corridor mobility management.</p> <p>* COS included as part of Caltrans contracts with Railroads and other Agencies.</p> | Mobility, Reliability, Productivity | Various | Capitol, San Joaquin, Pacific Surfliner | Purchase 40 Bi-level Inter-City Passenger Rail Vehicles (Cars and Locomotives) | \$ 125,000 |
| | Mobility, Reliability, Productivity | Placer | Capitol Corridor | Roseville - Sacramento 3rd Track | \$ 500 |
| | Mobility, Reliability, Productivity | Alameda | Capitol Corridor | Oakland to San Jose (CP Coast Double Track) | \$ 13,000 |
| | Mobility, Reliability, Productivity | Santa Clara | Capitol Corridor | Santa Clara-San Jose 4th Main Track | \$ 2,100 |
| | Mobility, Reliability, Productivity | Los Angeles | Pacific Surfliner | Final Engineering and Purchase ROW for Run Through Tracks at LA Union Station | \$ 40,000 |
| | Mobility, Reliability, Productivity | Los Angeles | Pacific Surfliner | DT Junction to La Mirada 3rd Track (Triple Track) | \$ 36,000 |
| | Safety, Mobility, Reliability, Productivity | Los Angeles | Pacific Surfliner | Passons Grade Separation (Triple Track) | \$ 37,000 |
| | Safety, Mobility, Reliability, Productivity | Los Angeles | Pacific Surfliner | Pioneer Grade Separation (Triple Track) | \$ 34,000 |
| | Safety, Mobility, Reliability, Productivity | Los Angeles | Pacific Surfliner | Los Nietos / Norwalk Grade Separation (Triple Track) | \$ 64,000 |
| | Safety, Mobility, Reliability, Productivity | Los Angeles | Pacific Surfliner | Lakeland Grade Separation (Triple Track) | \$ 17,000 |
| | Safety, Mobility, Reliability, Productivity | Los Angeles | Pacific Surfliner | Rosecrans / Marquart Grade Separation (Triple Track) | \$ 62,000 |
| | Mobility, Reliability, Productivity | San Diego | Pacific Surfliner | Double Track and Bridge Improvements | \$ 19,400 |
| | Mobility, Reliability, Productivity | San Diego | Pacific Surfliner | San Diego/National City Layover Facility - Design and Construct Layover Facility | \$ 50,000 |
| | | | | TOTAL - Inter-City Passenger Rail | \$ 500,000 |

Governor's Strategic Growth Plan -- GoCalifornia
\$12 Billion G.O. Bond
Preliminary Working List of Proposed Projects: Park-and-Ride Facilities, Pedestrian/Bike Paths

| Summary of Major Mobility Improvements Park-and-Ride / Pedestrian-Bike Facilities (\$200 Million) | Primary Performance Indicators by Project | County | Route / Corridor | Project Description | Cost* (Thousands) | |
|---|---|---------------------------------|---|--|----------------------|--|
| Park-and-Ride / Pedestrian-Bike Facilities | | | | | | |
| <p>This package of projects improves and expands alternative transportation options, improves communities and places, and supports healthy lifestyles. It includes four major elements for increased funding: 1) local bicycle and pedestrian facilities; 2) high value statewide, inter-regional and corridor bicycle and pedestrian facilities; 3) park-and-ride facilities, and 4) corridor enhancements.</p> <p>Specific projects are identified for State Routes and Corridors. Funds for Local and Regional Routes will be a "lump-sum" total amount of \$50 million awarded through the Department of Transportation Bicycle Program in a discretionary competitive grant application process.</p> <p>The park-and-ride improvement projects were identified in the 2005 Caltrans Park-and-Ride and HOV Transit Enhancement Project Final Report. These projects will enhance public transit express bus service in the State's metropolitan areas resulting in decreased congestion and improved productivity of the transportation system. Projects range from expanding lots with high demand, to improving transit access, maintenance, and security enhancements.</p> <p>Synergistic and Complementary Benefits – supports smart growth overall and adds opportunities to integrate park-and-ride and express bus services to increase transit ridership in the State's heavily congested freeway corridors.</p> | State Routes and Corridors | | | | | |
| | Safety, Mobility, Accessibility | San Mateo | 1 | Mirada Surf (non-motorized) Transportation Facility | \$ 1,300 | |
| | Safety, Mobility, Accessibility | Shasta | 299 | Dana to Downtown Bicycle and Pedestrian | \$ 2,900 | |
| | Safety, Mobility, Accessibility | San Luis Obispo | 101 | Route 101 Multi-use Path | \$ 4,300 | |
| | Safety, Mobility, Accessibility | Inyo | 395 | See Vee Pioneer Bike Path | \$ 1,000 | |
| | Safety, Mobility, Accessibility | Various | Various | Zurich to Laws Rails to Trails Bike Path | \$ 4,600 | |
| | Safety, Mobility, Accessibility | Various | Various | On-demand bicycle lockers | \$ 800 | |
| | Safety, Mobility, Accessibility | Humboldt | 96 | Hoopa Transportation Enhancements | \$ 500 | |
| | Safety, Mobility, Accessibility | Mendocino | 1 | Pacific Coast Bike Route Phase 2 | \$ 1,500 | |
| | Safety, Mobility, Accessibility | Mendocino | 1 | Pacific Coast Bike Route Phase 3 | \$ 1,500 | |
| | Safety, Mobility, Accessibility | Del Norte | 101 | Yurok Transportation Enhancements | \$ 600 | |
| | Safety, Mobility, Accessibility | Tehama | 99 | Los Molinos Traffic Calming | \$ 1,800 | |
| | Safety, Mobility, Accessibility | Trinity | 299 | Big Flat Enhancements on Route 299 | \$ 1,000 | |
| | Safety, Mobility, Accessibility | San Diego | 905 | Otay Mesa International Border Crossing | \$ 8,200 | |
| | | | | Sub-Total | \$ 30,000 | |
| | | | | Local and Regional Routes and Corridors (Competitive Grant Program) | \$ 50,000 | |
| | | Park-and-Ride Facilities | | | | |
| | Safety, Mobility, Accessibility, Preservation | Contra Costa | 80 | HILLTOP | \$ 200 | |
| | Safety, Mobility, Accessibility, Preservation | Solano | 80 | HIDDENBROOKE | \$ 4,000 | |
| | Safety, Mobility, Accessibility, Preservation | Alameda | 84 | ARDENWOOD | \$ 9,300 | |
| Safety, Mobility, Accessibility, Preservation | Marin | 101 | 101 Direct Access Ramps Sir Francis Drake Boulevard Improvements & Kerner/Francisco East/Anderson underpass connector | \$ 6,600 | | |
| Safety, Mobility, Accessibility, Preservation | Los Angeles | 110 | ARTESIA | \$ 2,800 | | |
| Safety, Mobility, Accessibility, Preservation | Marin | 101 | HETHERTON | \$ 10,300 | | |
| Safety, Mobility, Accessibility, Preservation | Sonoma | 101 | LAKEVILLE | \$ 9,000 | | |
| Safety, Mobility, Accessibility, Preservation | Marin | 101/ 580 | 101/ 580 Fwy-Fwy Connector HOV connector Priority II | \$ 6,500 | | |

Governor's Strategic Growth Plan -- GoCalifornia
\$12 Billion G.O. Bond
Preliminary Working List of Proposed Projects: Park-and-Ride Facilities, Pedestrian/Bike Paths

| Summary of Major Mobility Improvements Park-and-Ride / Pedestrian-Bike Facilities (\$200 Million) | Primary Performance Indicators by Project | County | Route / Corridor | Project Description | Cost* (Thousands) |
|--|---|----------------|------------------|---|----------------------|
| Park-and-Ride / Pedestrian-Bike Facilities | | | | | |
| | Safety, Mobility, Accessibility, Preservation | Los Angeles | 10 | UNITED METHODIST CHURCH | \$ 900 |
| | Safety, Mobility, Accessibility, Preservation | Los Angeles | 10 | INDIAN HILLS MARKET PLACE | \$ 2,000 |
| | Safety, Mobility, Accessibility, Preservation | Los Angeles | 14 | NEWHALL - EAST LOT | \$ 2,550 |
| | Safety, Mobility, Accessibility, Preservation | Los Angeles | 57 | PATHFINDER RD | \$ 9,700 |
| | Safety, Mobility, Accessibility, Preservation | Los Angeles | 60 | DIAMOND BAR - WEST | \$ 110 |
| | Safety, Mobility, Accessibility, Preservation | Los Angeles | 110 | ARTESIA | \$ 2,600 |
| | Safety, Mobility, Accessibility, Preservation | Los Angeles | 118 | LUTHERAN CHURCH | \$ 9,000 |
| | Safety, Mobility, Accessibility, Preservation | Los Angeles | 210 | LONE HILL | \$ 10,000 |
| | Safety, Mobility, Accessibility, Preservation | San Diego | 5 | CARMEL VALLEY | \$ 2,000 |
| | Safety, Mobility, Accessibility, Preservation | San Diego | 15 | MIRA MESA/I-15 | \$ 1,200 |
| | Safety, Mobility, Accessibility, Preservation | San Diego | 15 | CARMEL MOUNTAIN PLAZA | \$ 10 |
| | Safety, Mobility, Accessibility, Preservation | San Diego | 15 | CALVARY CHAPEL | \$ 80 |
| | Safety, Mobility, Accessibility, Preservation | San Diego | 15 | PENESQUITOS | \$ 110 |
| | Safety, Mobility, Accessibility, Preservation | San Diego | 55 | LINCOLN | \$ 5,700 |
| | Safety, Mobility, Accessibility, Preservation | San Diego | 56 | NEW HOPE CHURCH | \$ 40 |
| | Safety, Mobility, Accessibility, Preservation | San Diego | 56 | RANCHO CARMEL PLAZA | \$ 2,600 |
| | Safety, Mobility, Accessibility, Preservation | San Bernardino | 71 | CHINO | \$ 70 |
| | Safety, Mobility, Accessibility, Preservation | Riverside | 60 | ORANGE ST. | \$ 5,700 |
| | Safety, Mobility, Accessibility, Preservation | Riverside | 91 | GALLERIA | \$ 170 |
| | Safety, Mobility, Accessibility, Preservation | Riverside | 91 | IGLESIA LA SENDA | \$ 260 |
| | Safety, Mobility, Accessibility, Preservation | El Dorado | 50 | LATROBE | \$ 9,300 |
| | Safety, Mobility, Accessibility, Preservation | Placer | 80 | TAYLOR RD | \$ 7,200 |
| | | | | Sub-Total | \$ 120,000 |
| | | | | TOTAL - Park-and-Ride / Pedestrian Bike Facilities | \$ 200,000 |

* COS (32%) included

Governor's Strategic Growth Plan -- Go California
\$12 Billion G.O. Bond
Safety and Preservation Projects

| Summary of Major Improvements Safety and Preservation (\$1.5 Billion) | Primary Performance Indicators by Project | County | Route / Corridor | Project Description | Cost* (Thousands) |
|---|--|---------|------------------|--|----------------------|
| Increased SHOPP Investment | | | | | |
| <p>The \$1.5 Billion SHOPP increased level of investment ensures higher performance of the State Highway System for safety and rehabilitation (preservation).</p> <p>Current investment levels cannot keep up with the rising rate of vehicle accidents caused by increased VMT on two-lane conventional state highways nor with levels of pavement deterioration and other conditions caused by an aging system and increased travel demand.</p> | <p>Applies to SHOPP All Categories</p> <p>Safety, Mobility, Reliability, Productivity (Throughput), System Preservation, Return on Investment/Lifecycle Cost</p> | Various | Various | State Highway Operations and Preservation Program (SHOPP). Includes \$330 Million for Doyle Drive in San Francisco County. | \$ 1,500,000 |
| TOTAL | | | | | \$ 1,500,000 |