

APPENDIX E: CALIFORNIA TRANSPORTATION PRIORITIES IN AREAS OUTSIDE THE LOS ANGELES, SAN DIEGO, SAN FRANCISCO AND SACRAMENTO URBAN AREAS



Rank and Color	Urban Area / County	Facility/Route/Corridor/System	From-To	Importance of Facility to Local, Regional Mobility and why Improvements are Needed		How Improvement will Benefit/Support State's Future Development/Quality of Life	Likely Status (Including Funding) of Project in 2019 under Current Funding
1	Statewide	Maintenance and improvements to state and local pavements	Statewide	Local and state roadways serve high volumes of all traffic types including commuters, commercial traffic and goods movement; they connect residents to economic opportunities, recreational outings, schools and employment centers. Improvements to pavement condition are needed to provide a smoother ride for motorists, enhance safety and decrease vehicle operating costs to motorists. It is much more cost effective to maintain and improve pavement conditions before they deteriorate to a level where more costly repairs or replacement are needed.	Pavement and subbase repair; pavement overlay; reconstruction of full pavement section.	Poor pavement conditions impact traffic safety and increase congestion. It also results in increased costs to motorists, businesses and transit operators due to increased wear-and-tear on vehicles. The longer poor pavement conditions persist, the higher the cost to improve roadways to an acceptable condition. A roadway with a fair to poor PCI rating can cost up to five times more to rehabilitate than a road in good condition.	
2	Santa Barbara	US 101 Corridor Improvements	Ventura County to southern Santa Barbara County	The US 101 Corridor Improvements project includes High Occupancy Vehicle (HOV) lane and rail siding improvements along the southern Central Coast of California. These improvements address deficiencies in an aging transportation system that connects Los Angeles to San Francisco, Pacific Rim, and western U.S. This project improves mobility for people and freight while addressing greenhouse gas reduction and sea level rise. It is recognized as a Strategic Interregional Corridor in the ITSP and a Tier 3 freight facility in the CFMP.	US 101 HOV lane improvements will reduce delay and optimize performance of the highway system to continue to serve the diverse needs of the region, state, and nation. These improvements will result in an increased throughput by 22-26 percent during the peak commute hours on US 101. Without these improvements, congestion during peak travel times is expected to increase from 7.5 hours a day in 2020 to over 11 hours a day in 2040.	This will support regional travel between Ventura and San Luis Obispo counties to the 116,000 plus job base in the Santa Barbara South Coast. It will also maximize efficiency of traffic traveling through this area for statewide and nationally critical trips. This includes supporting goods movement from the Port of Hueneme and Port of Long Beach, which together moves over \$180 billion in cargo per year.	
3	San Joaquin County	I-5 Improvements in San Joaquin County		I-5 is the main north-south route for transportation along the west coast from Canada to Mexico. This highway infrastructure positions San Joaquin County as a cost-effective location for large companies interested in operating west coast distribution centers. The I-5 corridor in San Joaquin County is of statewide and national significance because it serves as a major route for goods movement and for commuters to the SF Bay Area with over 150,000 vehicles traveling along the corridor each day. The projects being proposed is necessary to enhance traffic circulation, relieve congestion, improve capacity and accommodate future forecasted traffic demands.	There are ten capital improvement projects being proposed along I-5 from Eight Mile Rd in Stockton to just north of I-205 in Lathrop, totaling \$888.6 million. Four of the projects are mainline improvement projects, which include highway widening and addition of HOV and auxiliary lanes, totaling \$624.4 million, and the other six projects are new interchange construction, or existing interchange improvements or reconstruction, which totals \$264.2 million.	The North Stockton I-5 project will directly benefit the local, regional, and statewide economy by improving the flow of goods and services to and from major multi-modal facilities such as the Stockton Metropolitan Airport, the Port of Stockton and existing and future industrial, commercial, and public establishments. Travel times for commuters between the employment centers of the Bay Area and the valley communities will greatly improve as well. The widening and interchange improvements will help to relieve congestion along this corridor in San Joaquin County and help provide for an efficient movement of agricultural goods and services. Implementation of the proposed projects will directly benefit the local and regional economy. The economic development benefit of the project is significant and particularly important to an area suffering from chronically high unemployment.	
4	Bay Area - Sacramento Valley - San Joaquin Valley	Capitol Corridor	San Jose - East Bay - Sacramento	The Capitol Corridor is operated by the Capitol Corridor Joint Power Authority (JPA) and is the third busiest Amtrak route. The Capitol Corridor runs from the Sacramento metro area to the SF Bay Area to San Jose, which is considered the Northern California Megaregion. It connects several economic regions together, and provides access several universities and sports arenas, such as the Oakland Coliseum and the San Francisco 49ers stadium. The Capitol Corridor Intercity Passenger Rail line is identified as a Strategic Interregional Corridor in the ITSP and is a parallel facility to I-80.	Increase service from Roseville to San Jose. Blend service operations/facilities with California High Speed Rail.	The Northern California Megaregion that Capitol Corridor services is home to more than 4.3 million people. Improvements will lead to travel time reliability, integrate with California's High Speed Rail line, and reduce GHG emissions. Increase in service frequency will provide riders more opportunities to go between Sacramento and the Bay Area for business and recreational outings.	
5	Merced	SR 152 Trade Corridor Project	US 101 from Monterey Street to SR 25/US 101 Interchange.	SR 152 between US 101 and SR 99 is part of the California Freeway and Expressway System, the Interregional Road System (IRRS), and is listed as a STAA Terminal Access Route. The route is a major international highway trade corridor linking the northern and southern California trade corridor backbones of US 101, I-5 and SR 99. Along with the I-80 and I-580(I-205)/I-238/I-880 corridors, SR 152 provides a critical east-west connection between the San Francisco Bay Area and the Central Valley, and is heavily used to access the Monterey Peninsula. SR 152 is the only major east-west route between I-580 to the north and SR 46 to the south, a distance of 180 miles.	US 101 Widening from Monterey Street to the SR 25 / US 101 Interchange and a new interchange at SR 25 / US 101. SR 152 Improvements include a new SR 152 alignment between US 101 and SR 156, new eastbound truck climbing lanes over Pacheco Pass, and possible toll facilities. SR 152 is a major east-west corridor for national, interregional and regional (commercial, commuter, recreational) traffic connecting the South San Francisco Bay Area, North Central Coast and Central Valley regions.	A continuous four-lane freeway or expressway facility would significantly improve system connectivity throughout the corridor. The 10-mile long two-lane segment from just east of Gilroy to the SR 152/156 interchange is in a major bottleneck. This project would improve the safety and reliability of the facility, goods movement, traffic operations, reduce conflicts between cars and trucks and enhance traffic operations. Collision rates are expected to be lowered with corridor improvements that reduce congestion, eliminate conflicts between slow and fast moving vehicles, and bring the facility up to access control standards.	

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6	Mendocino to Eureka	US 101 North Coast Improvements	Willits to Eureka	US 101 is recognized as a Strategic Interregional Corridor in the ITSP and is listed as a Tier 3 Freight Facility in the CFMP. It is the primary, and, in some areas the only, north-south corridor that provides access to the North Coast. This is a major interregional facility in the North Coast area which supports good movement, provides access to many State and National parks, and segments of US 101 are utilized as a touring bicycle route.	Caltrans and FHWA propose to construct a new segment of US 101 that would bypass Willits in Mendocino County. Willits is the only city between San Francisco and Eureka where US 101 remains on city surface streets. The US 101 corridor improvement project in Eureka-Arcata proposes long term safety improvements to seven at-grade intersections and will reduce operational conflicts and delays at these intersections. The proposed interchange at Indianola Cutoff will facilitate closing median crossings to provide a safe, reliable and modern transportation facility, consistent with State and Regional Transportation Planning.	The Willits Bypass is projected to reduce delays, improve safety and achieve a LOS of at least "C" for interregional traffic on US 101 within the vicinity of Willits, through the 20-year design period. Improvements are necessary to decrease collisions, to minimize confusion related to merge and turn movements and to reduce wait times for turn movements. These improvements will result in a safer highway facility and will reduce operational conflicts in the Eureka-Arcata area.	
7	Shasta	I-5 California North State Smart Mobility Project	Oregon Border to Glenn County	I-5 is a major north-south continuous corridor that runs from California to Washington, providing connectivity between Mexico, the US, and Canada. The Union Pacific (UP) rail corridor, the most significant goods and people movement rail corridor in the west coast, runs parallel to, and at times, under I-5. Traffic movement on I-5 and UP, both people and goods movement, is projected to increase across all travel modes by approximately 50% in 20 years (Shasta Regional Transportation Agency Regional Travel Demand Model, 2014). Within the project boundaries, feasible alternative routes to these two significant mainlines are virtually non-existent to satisfy goods and people flows if service is interrupted.	Congestion is forecast to be ranging from C to F for AADT, while it will primarily be LOS F for peak period travel. The project corridor is 70 miles in length; therefore, there is much variation in congestion measurements for the project proposal as reported in the I-5 Transportation Concept Report (Caltrans, D 2). Importantly, the I-5 TCR prioritized corridor segments for upgrade (operational improvements and widening) while also adding ITS enhancements.	The I-5 California North State Smart Mobility Project would implement various improvements to I-5 within the northern Sacramento Valley to: a) enhance the economic benefits of the corridor for both goods movement and commuters; b) improve safety and congestion; and c) apply smart technology applications—all significantly improving the performance of the Federal-aid highway system, as well as increasing the regional, interregional, and interstate performance of the travel corridor. It is recognized as a Strategic Interregional Corridor in the ITSP, a Tier 2 freight facility in the CFMP, and is listed on FHWA's Draft Primary Freight Network.	
8	San Luis Obispo	SR 46 Corridor Improvement Project	San Luis Obispo to Kern Counties	The project will convert 63 miles of SR 46 from a two-lane undivided conventional highway to a four-lane divided expressway between US 101 in San Luis Obispo County and I-5 in Kern County. SR 46 is recognized as a Strategic Interregional Corridor in the ITSP and a Tier 3 freight facility in the CFMP.	Conversion of segments of SR 46 to expressways and the construction of an interchange at the SR 46 and SR 41 junction will preserve interregional traffic flow, continuity, and reliability. Heavy trucks and RV's comprise a very high percentage of the total traffic on this portion of Route 46. There are limited passing opportunities on this segment, which contributes to driver frustration and passing miscalculations.	The project will convert 63 miles of SR 46 from a two-lane undivided conventional highway to a four-lane divided expressway between US 101 in San Luis Obispo County and I-5 in Kern County. The project will relieve congestion and improve safety to a east-west route for agricultural production and tourism in the Central Coast. More importantly, it connects the Central Coast to the San Joaquin Valley, where agricultural products are grown and then delivered to its distribution facilities, respectively. SR 46 will continue to serve as a vital conduit for traffic to and from the San Joaquin Valley region and beyond, to the Central Coast.	
9	Monterey and San Benito Counties	SR 156 - West Corridor and San Benito Improvement Project	Monterey to San Benito and San Juan Bautista	SR 156 is the tourist gateway and agricultural gateway between the Bay Area, Central Valley, and Monterey Peninsula. Tourism and goods movement are the principle uses, surrounded by agricultural and mixed land uses. High traffic volumes, including a high percent of truck traffic (8.5%) cause limited passing opportunities, traffic backups, and collisions. SR 156 has been identified as a Strategic Interregional Corridor in the ITSP and is listed as Tier 3 Freight Facility in the CFMP.	In San Juan Bautista, from The Alameda to 0.2 mile east of Fourth Street. Widen to 4 lanes. In and near Prunedale and Castroville, from 0.6 mile west of Castroville Boulevard to the Route 101/156 separation. Widen to 4 lane divided expressway.	The projects will increase capacity and reduce congestion, and will improve safety by reducing the frequency of collision-causing conflicts in the Prunedale/Castroville area. Additionally it saves accident and vehicle operating costs of \$34.6 million over 20 years. Reduces congestion delay by 1,902 hours daily or 694,257 hours yearly. Provides \$102.8 million return on investment over 20 years.	
10	Central Coast - Los Angeles - San Diego	Pacific Surfliner Intercity Passenger Rail	San Luis Obispo, Santa Barbara, Ventura, Los Angeles, Orange, and San Diego Counties	The Pacific Surfliner Intercity Passenger Rail route operates between San Luis Obispo and San Diego via Los Angeles. Future Pacific Surfliner service plans have been developed in a collaborative effort by Caltrans and the Los Angeles-San Diego San Luis Obispo Rail Corridor Agency (LOSSAN). Caltrans and its regional and local partners have conducted joint corridor-wide planning activities over many years, the most recent example being the adopted LOSSAN Corridorwide Strategic Implementation Plan. The Pacific Surfliner Intercity Passenger Rail line is identified as a Strategic Interregional Corridor in the ITSP.	Improve traveler information, increase daily round trip trains along certain segments of the Pacific Surfliner, and improve travel time reliability. There has been an increase in travel demand due to the Corridor's growing population. Station improvements will also be needed to better integrate with California's High Speed Rail line and local transit systems such as Metrolink.	This project will improve passenger safety systemwide and increase passenger train frequencies and reliability. Increasing the daily roundtrip train services will provide more options to riders, and improve multimodal connectivity, particularly to the California High Speed Rail line and other local transit systems. Improvements made to the Pacific Surfliner Intercity Rail line will increase accessibility to major economic, recreational, and cultural centers and access to local transit stations. It will also contribute to the reduction of GHG emissions.	

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11	Bay Area - Sacramento Valley - San Joaquin Valley	San Joaquin Intercity Passenger Rail		The San Joaquin Intercity Passenger Rail operates between Bakersfield and Sacramento/Oakland, and has Amtrak thruway bus service connections from Bakersfield to Los Angeles. It is the fifth busiest Amtrak route in the nation. The San Joaquin Intercity Passenger Rail line is identified as a Strategic Interregional Corridor in the ITSP.	The San Joaquin Intercity Passenger Rail route currently operates six daily round trip trains on the Bakersfield - Stockton segment, and two daily round trip trains on the Stockton - Sacramento segment. The goal is to increase the number of daily round trips and implement track and signal improvements such as positive train control. Station improvements will also be needed to better integrate with California's High Speed Rail line and local transit systems.	This project will improve passenger safety systemwide and increase passenger train frequencies and reliability. Increasing the daily roundtrip train services will provide more options to riders, and improve multimodal connectivity, particularly to the California High Speed Rail line. Improvements made to the San Joaquin Intercity Rail line will make it an even more viable option for riders to access major regions in California, and will contribute to the reduction of GHG emissions.	
12	San Bernardino	US 395	San Bernardino to Inyo Counties	US 395 is the only north-south route to access the Eastern Sierras. Yosemite and Death Valley National Parks and Mammoth Lakes can be accessed via US 395, as well as other significant recreational destinations. It also services the fast growing high desert cities of Victorville, Hesperia, and Adelanto. US 395 also doubles as an evacuation route for Mammoth Lakes, and for the north Los Angeles County area. US 395 has been identified as a Strategic Interregional Corridor in the ITSP and is listed as a Tier 3 Freight Facility in the CFMP. Last, the corridor provides access to the military facilities of Edwards Air Force Base, China Lake Naval Air Weapons Station and the US Marines Picke Meadows Mountain Warfare Training Center.	Widening US 395 to 4-lanes due to rapid growth in the high desert cities of Victorville, Adelanto, and Hesperia and to ease peak traffic congestion in the towns of Mammoth Lakes and Bishop.	The proposed project will provide congestion relief and improve safety and operation along this stretch of US 395.	
13	Madera, Tulare, Merced	SR 99	Madera to Merced Counties	SR 99 is a major north-south corridor that services the Sacramento and San Joaquin Valleys and parallels I-5. It also connects to some of the fastest growing urbanized areas in California and is a major gateway facility to several National Parks. SR 99 provides access to agricultural production and manufacturing distribution centers that are important to the regional and national economy. It is recognized as a Strategic Interregional Corridor in the ITSP, a Tier 1 freight facility in the CFMP, and is listed on FHWA's Draft Primary Freight Network.	Expand facility from four to six lanes to reduce congestion and improve freight movement.	This project proposes to enhance capacity within the project limits, reduce congestion and improve traffic operations.	
14	San Joaquin County	Altamont Commuter Express (ACE)	Expansion from Stockton to Modesto in San Joaquin County	ACE is a nationally recognized commuter rail service that has been operating from Stockton to the Bay area for over 15 years. ACE provides approximately 5,000 passenger trips each day.	The ACE expansion project consists of 4 vital capital projects combining for a total of \$550 Million: 1) Purchase of additional rail equipment and upgrades to existing rolling stock and rail facilities to provide a 50% increase in services 2) additional round trips at - \$185 Million 2) Implement an improved Safety Program for the length of the route - \$15 Million 3) Extension of ACE services from Stockton to Modesto - \$180 Million 4) Lathrop/Tracy Corridor Relocation - \$170 Million	The proposal is for two additional round trips a day along the corridor and would greatly benefit the traffic congestion along the I-205, I-580 and I-680. The additional expanded services to Modesto could also attract up to 500 passenger trips a day. By providing these new services and an alternative operating nearly 3,000 passenger trips a day could be eliminated from the state and interstate highway system. The provision of these projects would not only increase the manufacturing jobs needed to produce the equipment and construction industry jobs to installed the new infrastructure but would also require the employment of additional staff and mechanics for operations and maintenance of ACE itself. The new services would provide opportunities for employees living the San Joaquin Valley to have an economical alternative to travel to the Bay area for the higher paying jobs that are available.	
15	Fresno	SR 41 - Excelsior Expressway	Near the city of Fresno, from the Kings County line to Elkhorn Avenue. Widen from 2-lane to 4-lane expressway.	The project will improve the regional movement of freight and goods, and local farm to market travel. Additionally, the project would relieve congestion, separate oncoming traffic with a divided median, and breakup traffic queues by providing major passing opportunities.	Will close the gap between the City of Fresno and the City of Lemoore, upgrading the last two-lane segment to a four-lane expressway.	A four-lane expressway would increase capacity and bring the LOS from D to B during the 20-year design period, which would improve traffic safety and maintain route consistency. Portions of the highway in the project limits lie within the 100-year flood-plain, so the project will improve cross drainage in order to minimize flooding.	

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16	Riverside County	Mid County Parkway	I-215 to SR 79	The MCP corridor is one of four transportation corridors identified in Community and Environmental Transportation Acceptability Process (CETAP), which is the transportation component of the Riverside County Integrated Project (RCIP). The RCIP integrates transportation, utilities, and open space and habitat preservation needs into one coordinated plan. The MCP corridor is one of the two internal corridors to facilitate regional movement of people, goods, and services, provide a limited access facility to meet state highway design standards, and accommodate STAA National Network trucks, and compatible with the future multi-modal transportation system.	The Mid County Parkway (MCP) is a 16-mile proposed transportation corridor which will provide a direct and continuous route connecting major population and employment centers.	MCP was identified as a key west-east regional transportation corridor that will relieve traffic congestion in Western Riverside County between Interstate 215 (I-215) in the city of Perris and State Route 79 (SR-79) in the city of San Jacinto and surrounding Riverside County communities. The MCP will provide more convenient access to multi-modal bus and rail facilities in the city of Perris, including the new Perris Valley Line and Metrolink service that will connect the city of Perris to the city of Riverside. The project determined that a corridor in the vicinity of Ramona Expressway would significantly reduce congestion, improve traffic flow, and reduce travel time on route 60, 74, 79 and 215.	
17	Del Norte	US 101 - Last Chance Grade	Del Norte County	US 101 is a major north-south corridor that provides access to California's North Coast region. This segment of US 101 in Del Norte County is the only route to access basic medical and social services and the major employment centers in neighboring Humboldt County. The project would reduce congestion that results from the regular roadway failures and the long term road closures that have been required to repair and re-secure US 101. There have been multiple months-long closures where traffic has been reduced to one lane of traffic. The one-way reversible signals necessary to perpetuate access through the landslide repairs result in significant traffic queues and time delays.	Realigning the roadway away from the landslide complex would eliminate the associated traffic delay and congestion and provide safe and reliable movement of goods and services. Caltrans District 1, the National Park Service, California Dept of Parks and Recreation, the Yurok Tribe, Elk Valley Rancheria and Smith River Rancheria are currently jointly preparing the Last Chance Grade Engineered Feasibility Study. The study endeavors to document actual and potential economic impacts of continuing to maintain US 101 along its current alignment among the backdrop of the increasing frequency and magnitude of roadway failures as a result of accelerating deterioration of the existing landslide complex.	The proposed project will improve the performance of the Federal-aid highway system both nationally and regionally by providing a safe and reliable route along this stretch of US 101. Realigning the highway away from the instability of Last Chance Grade would prevent the potential isolation of the Yurok Tribe and Redwood National and State Park from the essential community health, economic and educational services provided to them in neighboring Crescent City. In the long-term, realignment of the roadway away from the failing bluffs and Park's resources is the only alternative that will perpetuate safe and reliable connectivity for the local tribes, Redwood National and State Park visitors, the general public and coastal interstate goods movement. To date there has been one known fatality due to a landslide complex at Last Chance Grade.	
18	Kern	SR 14 Freeman Gulch Passing Lanes	Near Ridgecrest to SR 178	SR	This project will close the final two lane gapon SR 14 between Mojave and the junction with Route 395	The project would relieve congestion, separate oncoming traffic with a divided median, and breakup traffic queues by providing major passing opportunities	
19	San Bernardino	SR 58	Kramer Junction to Hinkley	SR 58 provides critical linkages to the nation's most important agricultural production zones. It is a key interregional east-west facility that provides access to the San Joaquin Valley and to California's Central Coast. It is recognized as a Strategic Interregional Corridor in the ITSP, a Tier 1 freight facility in the CFMP, and is listed on FHWA's Draft Primary Freight Network.	Realign highway, construct grade separations, and correct bottleneck deficiency. Increasing volume of traffic is creating operational and safety problems because the capacity of the intersection is frequently exceeded.	Will eliminate potential hazardous traffic at grade crossing due to slowdown by heavy truck vehicles.	
20	Butte County	SR 70 Passing Lanes	SR 70, from 0.1 mile south of Palermo Rd., to just north of Ophir Rd/Pacific Heights intersection.		To provide continuous passing lane opportunities along this segment of SR 70.		
21	Riverside	Riv-60	PM 0.0/12.21	State Route 60 is an east-west transportation route within Los Angeles, San Bernardino and Riverside Counties. It is functionally classified as an urban Principal Arterial and an extension of a rural Principal Arterial into urban area. The entire route is considered a Priority Global Gateway trade corridor for movement of international trade. It is also STAA Route for use by oversized trucks. In the three reporting years, there were 648 night time collisions at this location.	The project proposes to install double luminaire mast arm lighting in the existing concrete median barrier, install concrete barrier markings, refresh edgeline, lane line striping and reflective markers to enhance visibility.	Improving the night time visibility could reduce the dark collisions by up to 15%.	
22	Kern	SR 99	PM 23.104/27.324	SR-99 within the project limits is a part of the National Network of larger trucks allowed by the Surface Transportation Assistance Act (STAA) of 1982. Trucks account for about 20-25% of traffic in this segment. This segment lies in an urban flat terrain with a speed limit of 65 mph. In the three reporting years, there were 265 night time collisions, including 3 fatal collisions, within the project's limits.	The project proposes to repaint the lane lines with high contrast striping and to install luminaires along the on and off ramps of each interchange within the project limits.	Improving the night time visibility could reduce the dark collisions by up to 15%.	

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23	Tehama	SR 36	PM 36.4/36.8	State Route 36 (SR 36) is an east-west state highway from Route 101 in Humboldt County to Route 395. The portion of SR 36 travelling past Lassen Volcanic National Park and Lake Almanor is part of the Volcanic Legacy Scenic Byway, a National Scenic Byway. Additionally, Route 36 between Alton and Susanville is a designated Blue Star Memorial Highway. In the five reporting years, there were 7 collisions at this project's location.	The project proposes to improve the roadway geometrics by increasing the curve radii from 400' to 1000', improve the superelevation rates and transitions, increase lane width from 11' to 12', add 4' paved shoulders, and provide a 20' clear recovery zone (CRZ).	Improving the roadway geometry could reduce collisions by upto 50%.	
24	San Diego	SR 94	PM 29.6/29.8	SR-94 is a principal east-west route which carries interregional, intraregional, and to a lesser extent international travel. The western portion of the route (PM 1.4 - PM 14.9) serves as a major commuter route. The remainder of the route serves outlying rural communities located in the southeastern portion of San Diego County. It also traverses the cities of San Diego, Lemon Grove, and La Mesa, and the communities of Spring Valley, Casa De Oro, Rancho San Diego, Jamul, and other small rural communities to the east. In the five reporting years, there were 12 collisions at this location.	The project proposes to realign the existing roadway, construct standard shoulders, and remove existing fixed objects within the clear recovery zone. In addition, the existing HFST will be replaced on the proposed traveled way.	Improving the roadway geometrics could reduce collisions by up to 50%.	
25	Plumas	SR 70	PM 11.5/11.9	State Route 70 (SR 70) connects Sacramento with Route 395 (SR 395) near Beckwourth Pass via the Feather River Canyon. Through the Feather River Canyon, from SR 149 to US 395, SR 70 is the Feather River Scenic Byway, a Forest Service Byway that parallels the ex-Western Pacific Railroad's Feather River Route. In the five reporting years, there were 10 collisions, including 2 fatal collisions, within the project's limits.	The project proposes to improve the geometrics of the existing horizontal curve by replacing it with one 850' radius horizontal curve with a 50 mph design speed and will improve the superelevation rates and transitions. Shoulders will be widened to a minimum of 4 feet. This project will require culvert and possible Metal Beam Guard Rail replacement, modification, and new installations. The existing rock wall will be replaced with a new retaining wall.	Improving the roadway geometry could reduce collisions by upto 50%.	