

DISTRICT SYSTEM MANAGEMENT PLAN

DISTRICT 05

2015



California Department of Transportation

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

Approval:

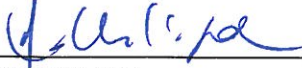
TIMOTHY M. GUBBINS
District 5 Director

8/7/15
Date



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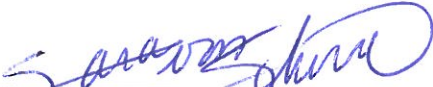
Approval recommended:



AILEEN K. LOE
Deputy District Director
Planning and Local Assistance

8-7-15

Date



SARA VON SCHWIND
Deputy District Director (Interim)
Maintenance and Operations

7-14-15

Date



RICHARD ROSALES
Deputy District Director (Acting)
Program and Project Management

7-20-15

Date

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EXECUTIVE SUMMARY

About the District System Management Plan

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

The System Planning process is primarily composed of three parts: the District System Management Plan (DSMP), Transportation Concept Report (TCR), and Corridor System Management Plan (CSMP). The district-wide DSMP is a strategic policy and planning document that focuses on maintaining, operating, managing, and developing the transportation system. The DSMP includes a project list that is located in the appendix and provides a list of projects that are not fully programmed and are recommend for funding. The TCR is a planning document that identifies the existing and future route conditions as well as future needs for each route on the SHS. The CSMP is a complex, multi-jurisdictional planning document that identifies future needs within corridors experiencing or expected to experience high levels of congestion. CSMPs are required for any project in the state receiving Proposition 1B Corridor Mobility Improvement Account (CMIA) and Bond Program funding. These System Planning products are also intended as resources for stakeholders, the public, and partner, regional, and local agencies.

DSMP Purpose

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

The DSMP serves as the 20 year vision document for District 5 in carrying out its responsibilities as owner/operator of the State transportation system. It is a strategic planning document describing how the state corridors will be managed and developed through the year 2035. While the DSMP is essentially an internal Department document, it has been developed to weave in local and regional policies as well. The DSMP consists of three main sections: District Profile, Management Plan and Project List.

District Profile

The District Profile provides the District's setting and context. It serves as a high-level overview of the socio-economic data, environmental resources, transportation systems including all modes, and land use characteristics. Caltrans District 5 is located along the Central Coast of California connecting the San Francisco Bay Area to the north, the San Joaquin Valley to the east and Los Angeles to the south.

The District's staff of about 725 employees, including 350 field employees is largely located in three main offices in the city of San Luis Obispo. District 5 has eight maintenance stations that care and upkeep 30 State routes and 1169 centerline miles to provide maximum benefits to the traveling public. As of April, 2015 the District has more than \$266 million in construction contracts. District 5 Project Development Divisions are part of a the Central Region, which incorporate District 5, District 6, District 9, and District 10.



Figure 1 : District 5 Routes & Office Locations



Figure 2 : District 5 San Luis Obispo Offices - District Office, Atoll and Right of Way Buildings

Management Plan

The Management Plan chapter, describes the District 5 goals and supporting objectives and strategies. It identifies how the District intends to implement the Department’s Mission, Vision and Goals. In addition to redefining the Department’s Mission statement, the *Caltrans Strategic Management Plan (2015-2020)* outlines the statewide effort to implement the Department’s Mission by developing clear direction for meeting statewide objectives; creating and deepening strategic partnerships; consideration of community values; and providing performance measures to monitor success. The District has identified eleven additional objectives to meet the Department’s five Strategic Goals and that are specific to the unique characteristics of the District.

Goal 1 Safety and Health: Provide a safe transportation system for workers and users and promote health through active transportation and reduced pollution in communities.

Objective 1: Promote Safe Design for All Travelers

Objective 2: Promote Worker Safety

Objective 3: Support Active Modes of Transportation and Access to Transit

Goal 2 Stewardship and Efficiency: Money counts. Responsibly manage California’s transportation-related assets.

Objective 4: Improve Decision Making

Objective 5: Manage Assets Responsibility

Goal 3 Sustainability, Livability, and Economy: Make long-lasting, smart mobility decisions that improve the environment, support a vibrant economy and build communities, not sprawl.

Objective 6: Plan for Multi-modal Integration

Objective 7: Sustain Environmental Excellence

Goal 4 System Performance: Utilize leadership, collaboration and strategic partnerships to develop an integrated transportation system that provides reliable and accessible mobility for travelers.

Objective 8: Strengthen Strategic Partnerships

Objective 9: Optimize System Performance through Technology

Goal 5 Organizational Excellence: Be a national leader in deliver quality service through excellent employee performance, public communication and accountability.

Objective 10: Prepare the next generation of leaders

Objective 11: Encourage healthy lifestyles

Project List

The DSMP Project List presents a District-wide, 20-25 year list of multi-modal SHS transportation improvements identified in the District CSMPs, TCRs, the ITSP, Regional Transportation Plans (RTPs), and local Capital Improvement Programs (CIPs). This will provide a current and readily available project list for our internal and external partners, including Caltrans planners, California Transportation Commission (CTC) staff, and regional agencies. The primary purpose of the DSMP Project List is to recommend a reasonable and effective range of prioritized transportation improvements for inclusion into the STIP and State Highway Operation and Protection Program (SHOPP), proposals for Project Initiation Document (PID) development, and inclusion in other funding documents.

The DSMP Project List helps to accomplish the following transportation planning needs of the Department:

- Provides the only consistent, statewide, source of information on the future state transportation system needs when the District lists are rolled-up statewide

- Identifies and prioritizes projects that will provide transportation enhancements
- Provides consistency between Districts, Headquarters (HQ), and partners in the types and categories of candidate improvement projects
- Is a vital communication tool when working with our partners, in particular, with regional agencies during RTP development and when seeking additional funds to invest in the transportation system.
- Allows for streamlined information gathering for internal and external inquiries
- Provides information that may be used in the development of the CTP and other statewide transportation plans, policies, reports, and documents that may be required by existing and new State and Federal laws governing intermodal planning
- Supports requirements of California Government Code 65086, U.S.C. 23 § 135, 23 CFR Part 450, and 49 CFR Part 613

Stakeholder Coordination

Partner agencies are invited to provide input to this visionary plan. Strong partnership, are key to accomplishing the District's vision.

- District 5 coordinated with our six Regional Transportation Planning Agency (RTPA)/Metropolitan Planning Organization (MPO) partners to review the draft 2015 DSMP.

Disclaimer: The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this District System Management Plan (DSMP) is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, the District 5 System Planning Department makes every effort to ensure the accuracy and timeliness of the information contained in the DSMP. The information in the DSMP does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures.

Chapter 1

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CHAPTER 1: DISTRICT PROFILE

Caltrans District 5 is comprised of five counties lying along California’s central coast between the heavily urbanized Los Angeles Basin to the south, the San Francisco Bay Area to the north and the San Joaquin Valley lying across the Sierra Madre, Panza, and Diablo Mountain Ranges to the east. The most urbanized counties within District 5 are Santa Barbara and Santa Cruz while other counties such as, San Luis Obispo, Monterey, and San Benito, are all largely rural and heavily agricultural with relatively small populations.

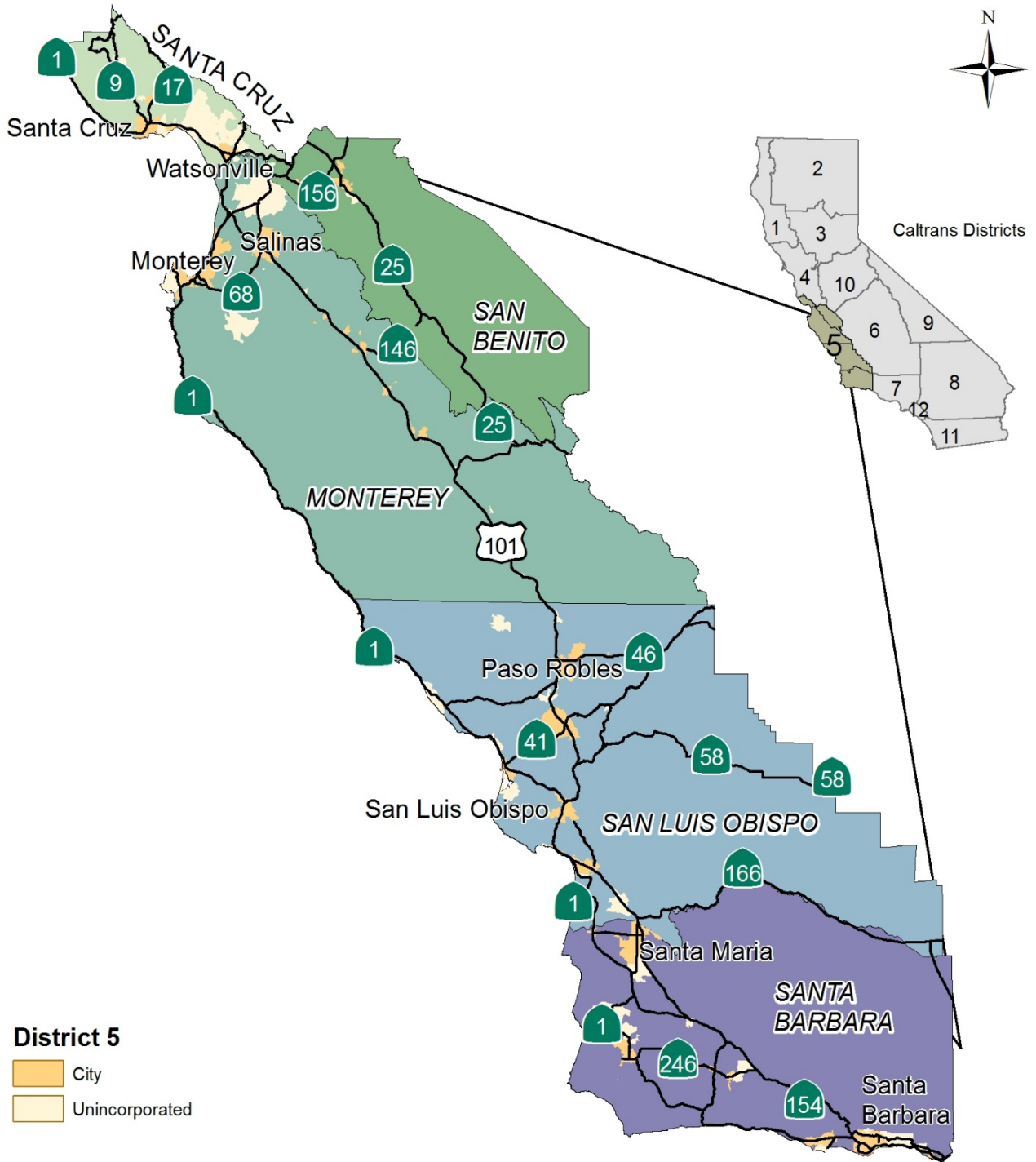


Figure 3: District 5 Vicinity Map

All five Counties in District 5 have a strong agricultural base. According to AMBAG's Central Coast California Commercial Flows Study, \$6.5 billion worth of agriculture is produced in the Central Coast per year. All five counties produce a significant portion of the nation's high value produce such as lettuce, strawberries, artichokes, broccoli and other fresh fruits and vegetables. Cut flowers, nursery stock, ornamentals, and seed crops also contribute to the agricultural economy. Cattle production is also a strong component in some areas of the District. In recent decades thousands of acres of land throughout District 5 have been brought into production for the first time as vineyards for growing fine wine grapes. Wineries have become a source of agriculture-related commerce and a new focus for tourism as well.



Figure 4: Salinas Agriculture

Tourism, based upon spectacular beaches and coastlines, abundant open space, historic and inviting built environments and a gentle Mediterranean climate, is a significant economic component for most of the District's population centers. The Central Coast offers premier tourist destinations that contribute \$5 billion a year to the economy (Central Coast California Commercial Flow Study). All but San Benito County feature coastlines with beaches, scenic views and a well-developed tourist/recreational industry. Each of the five counties is home to at least one of the 21 missions, the religious and cultural centers established in California in the late 18th and early 19th centuries. Ten of these historic missions, all major tourist attractions in their respective communities, are located in the District. A total of 4 National Parks/Forests, 49 State Parks, forests, and beaches exist in District 5, featuring recreational opportunities for all levels of visitors. The Santa Ynez Band of Chumash Indians operates the only casino in District 5, bringing tribal income, jobs and tourists to the Santa Ynez Valley.



Figure 5: Carmel Mission

The Central Coast is home to 100,000 higher education students enrolled at 8 colleges and 4 universities, including University of California Santa Barbara, California Polytechnic State University San Luis Obispo, California State University Monterey Bay, and University of California Santa Cruz.



Figure 6: University of California Santa Barbara

There are 25,000 permanent military personnel and employees at 6 military bases, deemed essential of the nation's defense. Military personnel can fluctuate based on training schedule with additional temporary personnel numbers increasing to 30,000 - 65,000 per year. Santa Barbara County has Vandenberg which is the 3rd largest Air Force Base workforce in the United States. Monterey County is also home to a number of defense and marine education institutions, including the U.S. Defense Language Institute, the Naval Postgraduate School, Moss Landing Marine Laboratory, the Monterey Bay Aquarium Research Institute and Stanford's Hopkins Marine Station. The National Highway System (NHS) is composed of approximately 160,000 miles of rural and urban roads nationwide serving major population centers, international border crossing, intermodal transportation facilities, and major travel destinations. The Strategic Highway Network is the network of highways important to U.S. strategic defense and is a sub set of the NHS network.

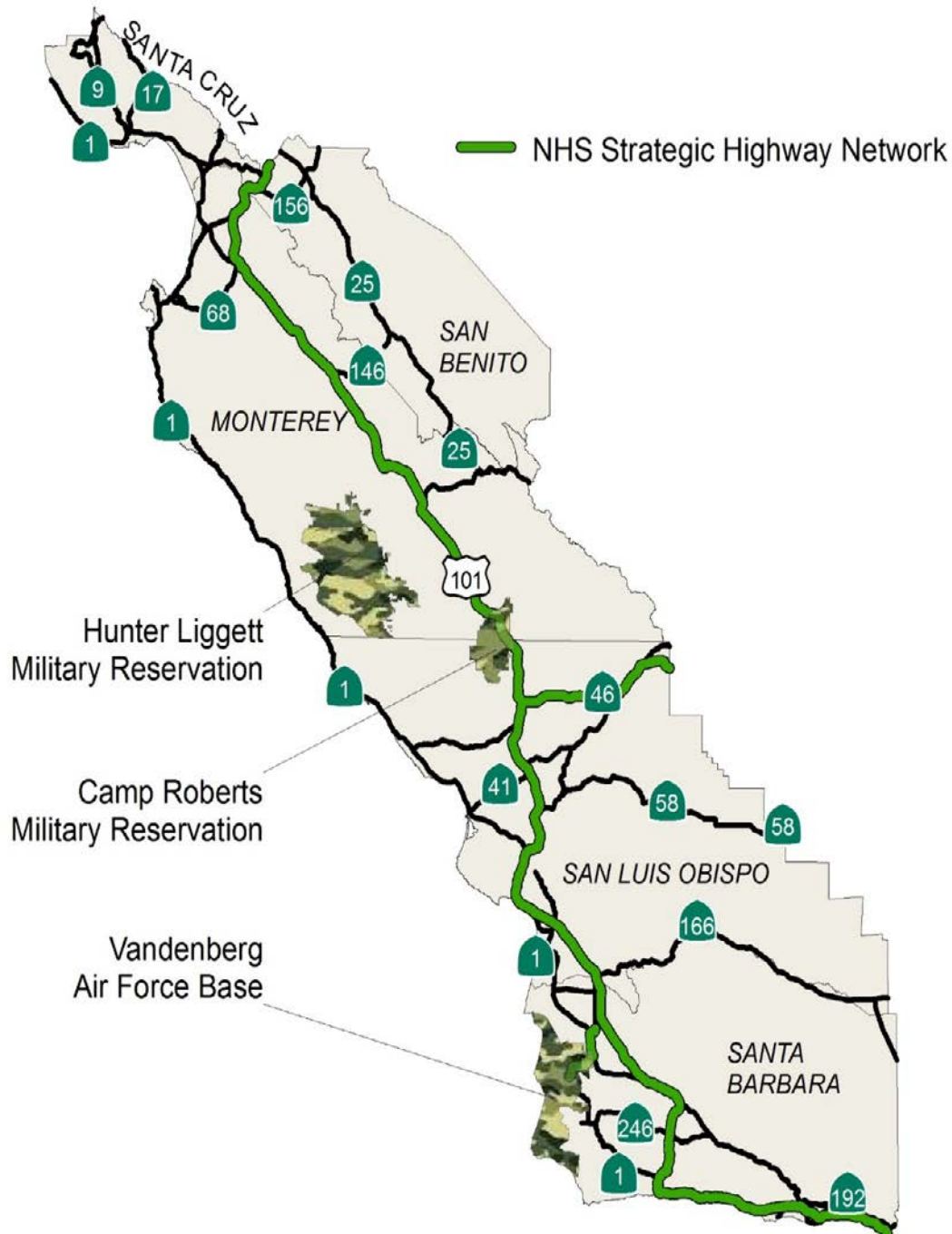


Figure 7: Military Installations & Strategic Highway Network

At the north and south ends of District 5, population growth and economic change in adjacent Districts have significantly influenced travel patterns. Throughout the counties the job-housing imbalances result in commute patterns that strain highway systems. All are designed around peak-hour projections, directly related to the number of people who must commute to work. As a result of these jobs-housing imbalances, growth and resulting traffic congestion have become major topics of serious public discourse. Residents throughout the District have expressed concern over the prospect of exchanging visual amenities and a rural way-of-life for growth. This has been particularly notable in Santa Barbara and Santa Cruz Counties where routes US 101, SR 17 and SR 1 feed traffic into environmentally, culturally and aesthetically-sensitive cityscapes and in San Benito County SR 25 where anticipated suburban-type development will bring changes by converting rural farmlands into affordable housing for Silicon Valley job centers.



Figure 8: Regional & Interregional Travel Patterns

1.1 Demographics

Total population within the District as of January 2015 is 1,467,339. According to the California Department of Finance (DOF), the population of the five-county Central Coast region of California will grow some 14% to 1,710,830 by the year 2040. By comparison, the population of the entire State is projected to grow by 21% over this period.

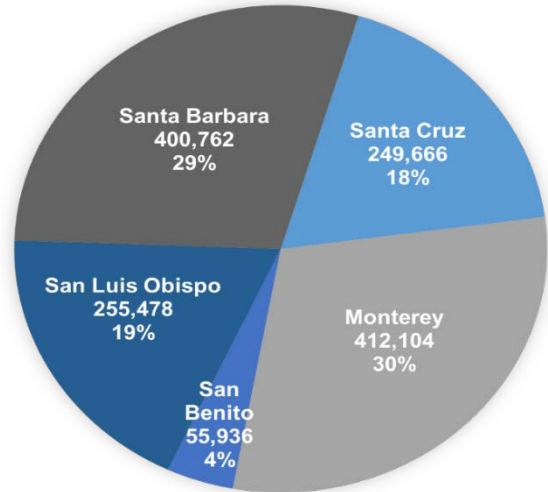


Table 1: Population and Housing

Figure 9: District Populations Profile

County	POPULATION		HOUSING UNITS		
	Total Household and Group Quarters	Total Housing Units	Vacancy Rate	Persons per Household	
Santa Barbara County	424,732	153,254	6.98%	2.858	
San Luis Obispo County	270,305	117,510	13.04%	2.482	
Monterey County	416,968	138,206	9.54%	3.161	
San Benito County	55,474	17,892	5.96%	3.272	
Santa Cruz County	263,954	104,566	9.69%	2.665	
Total	1,431,433	531,428			

Source: California Department of Finance, Demographic Research Unit Population projection for California and Its Counties, May 2012

1.2 Environmental Setting

District 5 has a varied and rugged landscape and can be divided into a number of main physiographic regions. The coastal portions of Santa Barbara, San Luis Obispo, Monterey, and Santa Cruz counties are bounded by the Pacific Ocean to west, and by the often rugged coastal ranges in the east, such as the Santa Cruz Mountains and the Santa Lucia Range. East of the coastal range lies the Salinas Valley, a 90-mile long valley carved by the Salinas River that has its headwaters northeast of San Luis Obispo, and flows northwestward to empty into Monterey Bay. The Santa Barbara Coastal plain is bounded to the south by the Pacific Ocean and to the north by the Santa Ynez Mountains.

Because of the rugged terrain that covers much of the District, and the high summer temperatures that are found in the inland valleys, the largest population centers in the District are found along the comparatively narrow coastal strips. Other towns along US 101 through the Salinas Valley support the widespread and varied agricultural businesses that flourish there because of the fertile soils and the climate.

District 5’s diverse geology, topography, and climates support a wide range of habitat types, wildlife, and plants. The plant and animal communities of Southern California, the San Francisco Bay region, the Central Coast, and the San Joaquin Valley all converge in District 5. More than 355 special-status species and natural communities are known to occur here. It is one of the last habitats for the once-common California red-legged frog and home to species that occur nowhere else, such as the San Luis Obispo mariposa lily. Many botanically unique areas are

found here, including the coastal prairies of the San Simeon area, the serpentine hillsides around San Luis Obispo, and the maritime chaparral communities that grow on extensive, ancient sand dune formations throughout the District. Pronghorn antelope, California condors, tule elk, coast redwood forests, oak woodlands, and rolling grasslands are just some of the prominent symbols of California's great natural heritage that characterize District 5.

The great variation in topography of the District, from coastal outcroppings and level bottomland to steep slopes, also offers vistas of great contrast and beauty. These vistas range from lush landscaping and attractive built environments in defined urban areas to spectacular ocean views and long stretches of lightly populated open area including rangeland, orchards, vineyards, tree-lined riverbeds, hills and mountains. Unstable or highly erodible geologic formations influence urban and residential infrastructure by clustering development into structurally suitable locations. Inland, agricultural river valleys and hilly rangelands create a rural agrarian landscape. The result is an aesthetically pleasing environment luring visitors and residents alike.

Senate Bill 375 and Sustainable Communities Strategy

Caltrans continues to renew its commitment to meeting statewide goals and Legislative policy including on Assembly Bill (AB) 32, Senate Bill (SB) 375, SB 391 and SB 743.

SB 375- Sustainable Community and Climate protection Act of 2008 aims to reduce GHG emission through coordinated transportation and land use planning with the goal of more sustainable communities by setting regional targets for GHG emission reductions from passenger vehicle use. In District 5, all three MPOs, Association of Monterey Bay Area Governments (AMBAG), San Luis Obispo Council of Governments (SLOCOG) and Santa Barbara County Association of Governments (SBCAG) have completed their RTP with sustainable community's strategy (SCS) as required by SB 375.

Caltrans continues to be committed to making long lasting, smart mobility decisions that improves the environment, support a vibrant economy and build a sustainable community by providing mobility choices, increasing accessibility to all modes of transportation. In Caltrans' latest Strategic Management plan 2015, it outlined performance measures and targets to meeting the goal of sustainability, livability and economy. This includes by increase percentage of non-auto mode for bicycle, pedestrian and transit by 2020. In addition, it aims to reduce environmental impacts from transportation system with emphasis on supporting a statewide reduction of greenhouse gas emissions to achieve 80% below level by 2050.

Transportation System Air Quality Conformity

The conformity requirement is based on Federal Clean Air Act Section 176(c), which prohibits the U.S. Department of Transportation (USDOT) and other federal agencies from funding, authorizing, or approving plans, programs or projects that do not conform to State Implementation Plan (SIP) for attaining the NAAQS. "Transportation Conformity" applies to highway and transit projects and takes place on two levels: the regional—or, planning and programming—level and the project level. The proposed project must conform at both levels to be approved. Conformity requirements apply only in nonattainment and "maintenance" (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or were violated. U.S. EPA regulations at 40 Code of Federal Regulations (CFR) 93 govern the conformity process. Conformity requirements do not apply in unclassifiable/attainment areas for NAAQS and do not apply at all for state standards regardless of the status of the area.

Three Air Basins exist in District 5: Santa Barbara County Air Basin, San Luis Obispo County Air Basin and North Central Coast Air Basin which is comprised of Monterey, Santa Cruz and San Benito counties. Below is a summary of the current attainment status for both State and Federal Standards within District 5:

Table 2: Air Quality Attainment Status

Pollutant	Santa Barbara County Air District		San Luis Obispo County Air District		North Central Coast Air Basin	
	State	Federal	State	Federal	State	Federal
Ozone	Non-Attainment	Attainment/Unclassified	Non-attainment	Non-attainment	Non-Attainment	Attainment/Unclassified
Carbon Monoxide	Attainment	Attainment	Attainment	Unclassified	Attainment/Unclassified	Attainment/Unclassified
Nitrogen Dioxide	Attainment	Attainment/Unclassified	Attainment	Unclassified	Attainment	Attainment/Unclassified
Sulfur Dioxide	Attainment	No Attainment Information	Attainment	Unclassified	Attainment	Attainment
Particulate Matter (PM10)	Non-Attainment	Attainment	Non-attainment	Attainment/Unclassified	Nonattainment	Attainment
Fine Particulate Matter (PM 2.5)	Unclassified	Attainment/Unclassified	Attainment	Attainment/Unclassified	Attainment	Attainment/Unclassified
Lead	No Attainment Information	Attainment	Attainment	No Attainment Information	Attainment	Attainment/Unclassified

Coastal Zone

District 5 is comprised of four coastal counties, which contribute to unique and rich environmental resources, a thriving tourism economy and opportunities for the public to access the beaches and coastal environments adjacent to the State Highway System. Coastal resources are protected by the Coastal Zone Management Act of 1972 (CZMA). The CZMA is the primary federal law enacted to preserve and protect coastal resources. The CZMA sets up a program under which coastal states are encouraged to develop coastal management programs. States with an approved coastal management plan are able to review federal permits and activities to determine if they are consistent with the state’s management plan.

California has developed a coastal zone management plan and has enacted its own law, the California Coastal Act of 1976, to protect the coastline. The policies established by the California Coastal Act are similar to those for the CZMA: they include the protection and expansion of public access and recreation; the protection, enhancement, and restoration of environmentally sensitive areas; the protection of agricultural lands; the protection of scenic beauty; and the protection of property and life from coastal hazards. The California Coastal Commission is responsible for implementation and oversight under the California Coastal Act.

Transportation projects that lie within the Coastal Zone require state or local coastal approval. Just as the federal CZMA delegates power to coastal states to develop their own coastal management plans, the California Coastal Act delegates power to local governments to enact their own local coastal programs (LCPs). LCPs determine the short- and long-term use of coastal resources in their jurisdiction consistent with the California Coastal Act goals.



Figure 10: Coastal Zone

Climate Change and Sea Level Rise

According to the California Adaptation Planning Guide (APG), impact of climate change varies across the state. The Central Coast is identified to suffer environmental and socioeconomic characteristics. Communities in the Central Coast regional may face one or more of the following climate change impacts: increased temperatures, reduced precipitation, reduced agricultural productivity, sea level rise-coastal flooding and infrastructure damage, biodiversity threat, public health threats, and reduced tourism.

The region has numerous small communities that depend significantly on tourism. The following areas are likely to see coastal recreation resources such as beaches, wharves, and campgrounds affected by sea level rise: Santa Barbara, Pismo Beach, Morro Bay, Monterey Peninsula, Santa Cruz, and Half Moon Bay. In addition, several large downtowns – including those in Santa Barbara, Monterey, Castroville, and Santa Cruz – lie within areas subject to coastal flooding that will be exacerbated by sea level rise. A 1.4-meter rise in sea level will increase the population vulnerable to a 100-year coastal storm from 26,070 to 38,000.

Advance Mitigation

Seeks to help address regional scale conservation in a manner that can help facilitate project delivery by developing a process for identifying funding strategies and implementing conservation agreements earlier than would be possible through existing traditional channels. The District will continue to coordinate with our partners to identify future opportunities for advanced mitigation within the District.

Elkhorn Slough Early Mitigation Partnership

The Elkhorn Slough Early Mitigation Partnership (ESEMP) is a Caltrans-sponsored interagency effort to provide early mitigation for a series of future transportation improvement projects within the Elkhorn Slough Watershed located in coastal Monterey County. The ESEMP signed an MOU with 11 stakeholders (government and nonprofit) to develop and implement early mitigation planning. The ESEMP has successfully developed specific criteria for advanced mitigation, created a GIS tool for early evaluation of transportation project impacts, identified specific mitigation and conservation areas, and developed a wetland/conservation bank for the Elkhorn Slough Watershed. The Information Center for the Environment at the University of California Davis is assisting Caltrans in supporting the ESEMP by helping to coordinate and facilitate the Interagency Steering Committee, assisting with compiling and editing Steering Committee documents, and providing strategic Geographical Information System (GIS) data to the Interagency Steering Committee.

Santa Cruz County Advanced Mitigation

Building on the successful effort to develop an Early Mitigation Partnership (EMP) process within the Elkhorn Slough Watershed inspired Santa Cruz County to use this as a model for its transportation projects. In 2009, the Santa Cruz Integrated Watershed Restoration Program (IWRP) partners were invited to meet with the ESEMP team and discuss the potential for developing the first county-wide EMP based on the IWRP's success in implementing collaborative conservation in Santa Cruz County.

This effort includes interested regulatory agencies, Caltrans District 5, and the Santa Cruz County Regional Transportation Commission (RTC). The partners have all agreed to move forward and use the Elkhorn MOU as a model. A pilot project using IWRP to identify and implement a mitigation project for the Soquel-Morrissey Highway 1 widening project was completed in 2012 and further set the stage for this MOU to be completed and the EMP to be formalized. The EMP group, consisting of the RTC, Resource Conservation District of Santa Cruz County, U.S. Army Corps of Engineers, National Marine Fisheries Service, U.S. Fish and Wildlife Service, California Department of Fish and Wildlife, Central Coast Regional Water Quality Control Board, County of Santa Cruz, the California Coastal Commission, the United States Environmental Protection Agency, the State Coastal Conservancy, and Caltrans, has been meeting over the past four years and is in the final review stages for completing and signing the EMP MOU.

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Chapter 2

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CHAPTER 2: DISTRICT TRANSPORTATION SYSTEM

The Department's mission is, "*Caltrans provides a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability,*" it is estimated motorists travel 6.9 billion vehicle miles through the District each year. As the only transportation agency whose jurisdiction is the entire state of California, the Department's perspectives and responsibilities are broad. Caltrans unique purview includes interregional travel, contributions of goods movement to the State's economy, continuity of systems beyond local government boundaries, consistency of highway geometrics, signing and other features throughout the state, and development and deployment of technologies and programs to improve the operation of the entire transportation system.

2.1 State Highway System

The state highway system in District 5 includes 30 routes with a total of 1,169 centerline miles. Table 3 shows federal and state classifications and other characteristics for each state route in the District. Of particular interest in the DSMP are routes on the Interregional Road System (IRRS), California's statutorily defined system of highways for moving people and goods between regions.



Figure 11: Route Facility Types

Table 3: District 5 Routes Designations

Route	County	Federal Functional Classification	Freeway & Expressway System	Access Control	NHS	STRAHNET	STAA	Scenic Highways	IRRS
1	SB, SLO, MON, SCr	Freeway or Expressway, Principle Arterial, Minor Arterial	Yes*	F/E/C	Yes*	No	Yes*	E/OD	Yes
9	SCr	Major Collector, Minor Arterial	No	C	Yes*	No	No	E/OD	Yes*
17	SCr	Freeway or Expressway, Principal Arterial	Yes*	F/E/C	Yes	No	Yes	E	Yes*
25	SBt, MON	Principle Arterial, Minor Arterial, Major Collector	Yes*	E/C	No	No	Yes*	E	Yes*
33	SLO, SB	Minor Arterial	Yes*	C	No	No	No	E/OD	No
35	SCr	Major Collector	Yes*	C	No	No	No	E/OD	No
41	SLO	Principle Arterial, Minor Arterial, Major Collector	Yes*	C	Yes*	No	Yes*	E	Yes*
46	SLO	Principle Arterial, Minor Arterial	Yes*	E/C	No	Yes*	Yes	E	Yes*
58	SLO	Minor Arterial	Yes*	C	No	No	Yes*	E	Yes*
68	MON	Minor Arterial, Minor Collector	Yes	F/C	No	No	Yes*	E/OD	Yes
101	SB, SLO, MON, SBt	Freeway or Expressway	Yes*	F/E/C	Yes	Yes	Yes	E/OD	Yes
129	SCr, SBt	Principle Arterial, Minor Arterial	No	C	Yes*	No	Yes	No	Yes*

C-Conventional

E-Expressway

F-Freeway

IRRS-Interregional Road System

MON - Monterey

NHS - National Highway System

SB - Santa Barbara

SBt - San Benito

SLO - San Luis Obispo

STAA - Surface Transportation Assistance Act

STRAHNET- Strategic Highway Network

SCr -Santa Cruz

Yes*- Yes the route designation applies in some areas of the route but not to the entire route

Table 3: District 5 Routes Designations (continued)

Route	County	Federal Functional Classification	Freeway & Expressway System	Access Control	NHS	STRAHNET	STAA	Scenic Highways	IRRS
135	SB	Principal Arterial	No	F/E/C	No	Yes*	Yes*	No	No
144	SB	Major Collector	No	C	No	No	No	No	No
146	SBt, MON	Minor Arterial, Major Collector	No	C	No	No	No	No	Yes
150	SB	Minor Arterial	No	C	No	No	No	E	No
152	SCr	Principle Arterial, Minor Arterial, Major Collector	No	C	Yes*	No	No	E	No
154	SB	Principle Arterial, Minor Arterial	Yes*	E/C	No	No	Yes*	OD	Yes
156	MON, SBt	Principle Arterial	Yes*	F/E/C	Yes	No	Yes	E/OD	Yes
166	SB, SLO	Principle Arterial, Minor Arterial	Yes*	E/C	No	No	Yes*	E*	No
183	MON	Principle Arterial, Minor Arterial	No	C	No	No	Yes*	No	No
192	SB	Principle & Minor Arterial, Major Collector	No	C	No	No	No	No	No
198	MON	Minor Arterial	Yes*	C	No	No	No	E	Yes*
217	SB	Principle Arterial	Yes	F	No	No	Yes	No	No
218	MON	Minor Arterial	No	C	No	No	No	No	No
227	SLO	Principle Arterial, Minor Arterial	Yes*	C	No	No	No	No	No
229	SLO	Major Collector	No	C	No	No	No	No	No
236	SCr	Major Collector	No	C	No	No	No	E	No
246	SB	Principle Arterial, Minor Arterial	No	E/C	No	No	Yes	No	Yes*

C-Conventional
E-Expressway
F-Freeway
IRRS-Interregional Road System

MON - Monterey
NHS - National Highway System
SB - Santa Barbara
SBt - San Benito

SLO - San Luis Obispo
STAA - Surface Transportation Assistance Act
STRAHNET- Strategic Highway Network

SCr -Santa Cruz
Yes*- Yes the route designation applies in some areas of the route but not to the entire route

Dependence on the US 101 Corridor

US 101 is the major north/south route through the Central Coast of California and the principal inter-city coastal route for numerous communities between Los Angeles and San Francisco. The District 5 portion of the US 101 corridor accommodates interregional, regional and urban traffic and the widest array of trip purposes. The geology and geography of the District concentrate development along the US 101 corridor that result in the major urban areas of the District to be dependent on the US 101 corridor the movement of people and goods.

Common personal travel related to business, government, recreation, tourism and daily living, including the journey-to-work, account for a high percentage of trips. The job and housing imbalance in the cities of Santa Barbara and Ventura has been a growing problem in the South Coast segments of US 101. With a strong and diverse economy which includes high tech, service, agriculture and tourism industry, Santa Barbara attracts long distance commuters due to the number of jobs it offers. However, the lack of affordable and available housing continues to aggravate the existing transportation facilities and resources, and forces workers to reside further from their workplaces. Congestion, traffic and bottlenecks due to commute pattern to and from Santa Barbara in both north and south directions, continues to hinder efficiency on US 101.

US 101 handles a significant amount of interregional traffic, including commercial and agricultural trucking, tourist, and national defense-related and business traffic. It is anticipated that Vehicle Miles Traveled (VMT) will increase more than 6 million miles with a 25% increase between 2010 and 2040 exceeding 29 million VMT with 21% truck traffic by 2040. Goods movement along this corridor is important to the economic vitality of the Central Coast region and the state especially for trucks moving agricultural products and livestock. Over 80% of goods are transported via trucks which further the District's reliance on US 101 for the local and regional economies. Truck congestion has become a great concern; hence, it is important to consider operational improvements, access management and route expansion to accommodate future truck volumes and provide areas for truck facilities such as parking areas and safety road side rest areas along the corridor.

US 101 also serves as an alternate route for a portion of Interstate 5 (I-5), the state's major north-south route of the interstate highway system that links major California cities. At times, I-5 closes down in both directions at the "Grapevine", located in the Tehachapi Mountains at the southern end of the Central Valley due to fires, extreme weather, traffic incidents, or other adverse conditions. In such cases, traffic is diverted to US 101 for north-south travel within the state.

Existing Land Use & Travel Patterns

Santa Barbara County

Santa Barbara County from the southern county line through Goleta surrounding US 101 is a mix of urban, agricultural, and semi-rural residential land uses. Commercial, retail, institutional, and residential uses are focused in this area with development built out to the adjacent right-of-way. Recreational uses associated with the Pacific Ocean are abundant throughout this area with regional and interregional access to these resources provided by US 101. Santa Barbara County has 152,834 total housing units and a vacant housing unit rate of 7 percent (U.S. Census Bureau, 2010). University of California Santa Barbara (UCSB) is also a few miles from US 101 by way of SR 217. Land uses north of Goleta and into the Santa Ynez Valley north of Santa Barbara predominately includes agricultural, recreational, and rural residential holdings. Significant oil and gas uses (both active and inactive) are located off-shore and through miles of pipeline. Livestock, row crops and viticulture predominate. SR 154 and SR 246, which provides access east and west to additional communities, agriculture and recreational/tourism uses for the communities of Lompoc, Santa Ynez Valley,

Buellton and Solvang. Between Orcutt and the Santa Maria River, urbanized uses of all types are west of US 101. East of US 101, SR 1 and SR 166 land uses are largely agriculture and oil and gas uses

Commute patterns focus on job centers in the Santa Barbara and Goleta area. Many people commute from north Ventura County to Santa Barbara for work since the housing costs in north Ventura County are significantly less. A noticeable commute also occurs from San Luis Obispo County to Santa Maria, and from Lompoc to Goleta and Santa Barbara. These trips rely on US 101, SR 135, SR 166, SR 154 and SR 1. In addition, Santa Maria Valley, the faster growing area in the County of Santa Barbara continues to offer affordable housing options for workers, which results in commute pattern between northern Santa Barbara and San Luis Obispo Counties. US 101, SR 246, and SR 1, provide surface transportation connections to Vandenberg AFB and the Chumash Native American Reservation. In the Santa Maria area, commute patterns may substantially change when the local, state, and national economy improves. Currently commute patterns are to the south coast of Santa Barbara county and into the job centers of San Luis Obispo County along US 101. The City of Santa Maria has approved multiple residential subdivisions and a substantial industrial, manufacturing, and commercial specific plan but many of these large residential projects have not transitioned into the construction phase. Over time, as these projects are constructed, this could improve the jobs-housing balance in the Santa Maria Valley.

San Luis Obispo County

From the Santa Barbara/San Luis Obispo County line northward to the city of Arroyo Grande, land uses are mostly light industrial and agricultural. Nipomo is an urbanizing community with mostly rural residential dwellings along with pre-approved and proposed residential and commercial developments anticipated in the future. Between Arroyo Grande and the northern limits of the City of San Luis Obispo, US 101 is urbanized with mostly residential, commercial/retail and recreational/tourism outlets located in the vicinity. The Five Cities Area provides an important regional connection to the Oceano Dunes State Vehicular Recreation Area, a popular place for active sports enthusiasts, tourists and local residents.

According to the 2010 U.S. Census Bureau, San Luis Obispo County has 117,315 total housing units with a 13 percent vacant housing unit rate. Institutional and governmental land uses provide much of the economic base in San Luis Obispo, which supports a growing high-technology industry. The city also serves as a primary employment center drawing commuters from Nipomo and the Five Cities Area, south; Paso Robles, Templeton and Atascadero from the north; and from the coastal communities of Cambria, Morro Bay, Cayucos and Los Osos.

US 101 extends into the North County through the Cuesta Grade and the surrounding Los Padres National Forest. The highway passes through four communities and roughly parallels the Union Pacific Railroad and the Salinas River. These communities predominantly provide residential and commercial/retail establishments. Paso Robles is becoming an interregional attraction featuring recreation and tourism outlets along with its rural and viticulture-oriented environment.

US 101 serves as the lifeline for goods movement through the Central Coast and between Monterey and the Salinas Valley to the Central Valley via SR 46. SR 46 features adjacent low-density, rural, and agricultural land uses. It provides east-west interregional connectivity for freight movement both statewide and nationally, and recreational traffic along SR 46 and 41 from the San Joaquin Valley. For the North County's coastline, SR 1 is the primary route connecting several communities to the urban centers of San Luis Obispo and Paso Robles. Land uses along SR 1 include agricultural graze lands, coastal open space/recreational areas, and small urban residential/commercial dwellings.

Southward, many commuters traverse between Santa Maria and San Luis Obispo with some commuting further south into Santa Barbara County, according to the Caltrans 2012 *US 101 Corridor System Management Plan*, which covered the highway between Santa Maria and Arroyo Grande. The commute pattern for both northbound and southbound is an approximate 50/50 split during the PM peak hour.

Monterey County

Camp Roberts is located in the southern most portion of Monterey County and is a key military site for the State; providing support in helping meet both foreign and domestic missions. The landscape is rural with few motorist services and transitions into the Salinas Valley with King City as the first of a number of cities and small communities along the US 101 corridor surrounded by vast agricultural resources, rich soils and active farming operations. Each community generally consists of housing adjacent to US 101 and has participated in active development strategies in the last decade to accommodate a growing need for affordable housing and retail services. The major north-south coastal route is SR 1 which extends from northern San Luis Obispo County and travels along the Big Sur Coast line into the Monterey Bay Peninsula is predominated by large publicly owned rights of way for recreational/open space land uses and large private land owners. Residential areas are spread out along the Big Sur coast with limited services.

Agriculture, goods movement, and hospitality industries drive trip generation in Monterey. Agriculture and farm to processing facility trips generally stay within the Salinas Valley and thus generate the demand for interchange improvements from King City to southern Salinas. From US 101, highways 68 and 156 serve as east-west connectors to the coast to provide services to hotels, restaurants, and other hospitality-based businesses in the Monterey Peninsula. From the City of Salinas north, a large percentage of trips are made to Santa Clara County for tech-industry based jobs. Also, due to the economic changes of the year 2000 decade, communities were impacted as home prices rose, especially in Salinas and northern Monterey. Many citizens moved farther south in the county where housing was more affordable and now commute to Salinas and northern Monterey county for work. This trend has placed a greater demand on US 101 and resulted in higher peak hour congestion heading north from Gonzales through Salinas.

In addition to agriculture, SR 1 is highly impacted by the growing tourism industry in Monterey County. From the Big Sur Coast to Monterey Bay Peninsula noticeable increases in special events in the Monterey Peninsula such as the Monterey Bay Aquarium, Laguna Seca raceway, and City of Monterey Concours d'Elegance increasingly draws large crowds each year. The Monterey Bay Peninsula is largely a destination for both tourists and a large workforce that commutes from Santa Cruz County along SR 1, Salinas and other surrounding areas along SR 68, US 101, and SR156.

San Benito County

Land use in San Benito County is primarily rural residential and agriculture as predominate land uses along southern SR 25 between SR 198 and the city of Hollister, SR 156 from the junction with US 101, through the city of San Juan Bautista and approaching the complex of highways at US 101, SR 25, SR 156 and SR 152. San Benito County has a long history of agricultural production and continues to be the economic driver of the region, boasting a \$255 million industry. These agriculture operations draw traffic onto Highway 156 making their way to the central valley via connections to SR 152. San Benito County is updating their General Plan, which may include a new community in what is now a rural area. Further, San Benito County improved the likelihood of a developing this area by changing the land designation of the site to "New Communities" in their General Plan Update. If development ultimately occurs, increased traffic on SR 25, US 101 and SR 156 is expected as the workforce will most likely commute north to Silicon Valley or south to Salinas. The county has 17,870 total housing units and a vacant housing rate of 5 percent (U.S. Census Bureau, 2010).

Travel on US 101 in San Benito County is almost entirely interregional in nature. The landscape is mostly rural with little development to generate significant trips. Motorists on this portion of the highway primarily consist of those commuting to work in the Silicon Valley/Gilroy areas from the south, tourists going to or coming from the Monterey Peninsula, or travelers using US 101 as a interregional route to traverse California north and south as an alternative to Interstate 5. SR 156 and SR 152 through interconnection with US 101 serve as key statewide connectors for goods movement. According to the Central Coast California Commercial Flows Study, in 2007, trucks moved about 2.4 million tons of freight in San Benito County (AMBAG, 2012). These shipments constituted approximately \$2.5 billion in value, or 82 percent of the county's freight value moved. San Benito county has a significant percentage of households that commute from the county into the Bay Area, as a result existing and projected travel patterns along US 101 and SR 25 will be heavily impacted overall increasing the need for additional capacity and access management improvements in these corridors.

Santa Cruz County

At 445 square miles, Santa Cruz County is the second smallest county in the state in terms of land area and ninth densest in terms of population. It is located on the northern border of Monterey Bay, about 35 miles north of Monterey and 35 miles south of San Jose. While small geographically, the natural landscape is diverse and includes beaches, wetlands, prime agricultural land, redwood forests, and mountains. Total county population in 2013 was 271,500. Most of the population is clustered around the SR 1 corridor, which connects the two largest cities of Santa Cruz and Watsonville.

The Santa Cruz County multimodal transportation network includes highways, transit, bicycle facilities, and pedestrian facilities. Additionally, the system includes facilities that serve a range of users including seniors and people with physical or mental disabilities, freight and goods movement, and emergency response. The built transportation network is shaped by the area's physical geography, a feature most evident in the patterns of the major SHS routes. A total of 1,135 miles of roadway form the primary mode of transportation in the county. The highway system consists of seven SHS routes – Routes 1, 9, 17, 35, 129, 152, and 236 – as well as local facilities serving as arterials and collectors. In the urban areas of the county, major arterial roads make up 15 percent of the centerline miles but carry over 70 percent of the vehicle miles traveled.

Santa Cruz Metropolitan Transit District (Metro) which manages a 33-route bus network covering 479 miles of roads including the State highway system. Metro also operates the ParaCruz demand-response service for seniors and people living with disabilities. There are over 200 miles of bicycle facilities, most of which parallel major highway arterials. Sidewalks and pedestrian amenities are an important component of the county's transportation system and are located throughout the concentrated urban clusters. Rail is also emerging as a potential mode for future mobility within the county. The SCCRTC owns the 32-mile Santa Cruz Branch Line and is investigating future transportation uses including freight, passenger, and bike/ped options. The rail line parallels the SR 1 corridor and has potential to serve over 90 parks, 40 schools, and the majority of the population, all located within 1 mile of the corridor.

The county's land use and economy are both directly related to the transportation system. Most employment centers are densely located in the incorporated areas of the county, such as Scotts Valley, city of Santa Cruz, Capitola, and Watsonville. Population distribution is more dispersive relative to job destinations. Therefore, many county residents use major state highway arterials such as SR 1, SR 17, SR 129 to connect from their home to their work. The county's freight-dependent industries and land uses also factor into the planning and managing of the transportation system. Agriculture, manufacturing, trucking, and warehousing employment centers are clustered around the SR 1 corridor as well as Watsonville. These strategic locations give the industries direct access to SR 1 and indirect access to US 101, via SR 129. Caltrans' transportation

partners in Santa Cruz County are proactively encouraging more balanced development patterns, diversity of land uses, and preservation of sensitive areas going into the future. This paradigm will improve access to goods and services, decrease trip length, and increase the opportunities for bicycling and walking.

Relinquishing Roadways

Routes that primarily serve local and regional transportation needs are good candidates for relinquishment, should the appropriate local or regional jurisdiction want to take them over. Currently, segments of 15 routes in the District have been identified as potential candidates for relinquishment. These routes are listed under table 5. Factors considered by the District when contemplating a relinquishment include the state-wide significance of a highway, its function in the local community setting, maintenance costs to the local jurisdiction, route continuity, and connectivity to the State highway system.

As authorized by Section 73 of the Streets and Highways Code, a relinquishment can occur in two ways: by relocation or by legislative action. District 5 is currently considering and/or processing in partnership the relinquishments and/or route transfer for the following sections of State highways (see Table 4). The benefits to a community of a relinquishment include the ability to have control of a facility that serve more local and regional transportation needs. Relinquishments transfer ownership, which then the jurisdiction assumes liability and maintenance needs of the segment transferred.

Table 4: Active & Completed Relinquishments & Route Transfers

Relinquishments and Route Transfers							
Relinquishments				Route Transfers			
Active	Post Miles		Agency Partner	Active	Post Miles		Agency Partner
	Begin	End			Begin	End	
SR 152	0.310	1.561	Watsonville	SR 25	49.946	51.454	Hollister
Completed							
SR 227 SLO	R10.26	R13.97	San Luis Obispo	Completed			
SR 227 AG	0.00	0.97	Arroyo Grande	SR 41	41.159	43.81	San Luis Obispo County
SR 146	0.00	1.50	City of Soledad				
SR 225	0.00	4.63	Santa Barbara				

Table 5: Candidates for Relinquishment

District 5 Candidates for Relinquishment	Post Miles	
	Begin	End
SCr-35	0.230	7.680
SCr-236	0.000	17.721
SCr-152 (Rte 1 to Santa Cruz/Santa Clara county line)	0.310	8.290
SBt-25 (Rte 198 to Rte 156 only)	0.000	51.454
MON-68 (West of Hwy 1)	0.000	4.264
MON-68 East (City of Salinas)	19.618	22.023
MON-183	0.000	9.980
MON-218	0.000	1.956

Continuation of Table 5

District 5 Candidates for Relinquishment	Post Miles	
	Begin	End
MON-146 (Remaining portion)	1.500	15.152
SLO-229	0.000	9.160
SLO-227 (Remaining portion)	0.970	10.260
SB-144 (Remaining portion)	0.870	1.953
SB-192	0.019	21.070

2.2 Technology

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) is a term used to describe advanced sensors, computer and communication techniques that interact to reduce transportation demand. It involves the use of advanced computer, electronic and communication technologies to increase the safety and efficiency of the entire surface of the transportation system. Over the next twenty years, the deployment of ITS is expected to proceed rapidly. Some of the technologies are tried and proven, others are in developmental stages, and more will be invented as technologies mature.

In 2010, District 5 updated its Central Coast ITS implementation plan. Caltrans District 5 Transportation Management center is one of the key components to the success of the overall ITS effort which is managed by Caltrans and the CHP. The implementation plan covers wide variety of ITS subject matter, including traffic management, transit management, travel information, emergency management and emergency/incident management. The goal is that the plan will provide a more efficient, speedy and integrated ITS projects into the state and the regional transportation planning and programming processes.

The Department of Transportation has a lead role for the deployment many ITS technology services including a 511 travel advisory system in rural parts of California. The Federal Communication Commission (FCC) acted in 2000 to assign 511 as a three-digit number for easy memory purposes, setting the stage for a universal information system that covers:

Within District 5, locally developed 511 systems have been developed and maintain at the local level:

- San Luis Obispo - both phone application status and website component which provides road conditions, public transportation, rideshare and roadside assistance options.
- San Benito County utilizes the Metropolitan Transportation Commission’s 511 Ride match system database that provides data for commuters interested in receiving carpool and vanpool match list.
- Santa Cruz County Regional Transportation Commission in partnership with the Transportation Agency of Monterey County have developed a 511 system that provides a wide range of traveler information that can be accessed at Cruz511.org.

Performance Measurement System (PeMS)

Caltrans PeMS displays traffic data in real time. Sensors span the State highways to collect traffic data, data is received and processed, Caltrans’ wide area network transports data, software stores traffic data and analyze it and finally the internet allows users to access it. There is a wide variety of data collaboration from Caltrans and other agencies; data such as traffic detectors, incidents, lane closures, toll tags, census traffic counts, vehicle classification, weight-in-motion and roadway inventory are used to analysis output. (PeMS) provides sophisticated reports, visually appealing graphs and easy to use dashboards. It assess the performance of the various transportation facilities including level of service, AADT and peak hours, congestion, bottle necks, travel time and much more. Real time data analysis such as demonstrating

congestion on the freeways to show how bottlenecks grow and diminish over time, estimating when lanes can be closed for construction and maintenance and examining the travel time and travel time reliability are just few the examples of the analysis outputs. So the end result is a very valuable and sophisticated tool for planners, modelers and engineers for corridor studies, operational analyses and many other traffic purposes. PeMS has proven to be a valuable tool to use in urban areas, within the District application of PeMS has focused in the heavily urbanized areas, with application on rural routes a low priority. Routes that currently have PeMS detection include SR 17 in Santa Cruz, US 101 along the urbanized South Coast area in Santa Barbara county and SR 1 in Santa Cruz.

Ramp Meters

Ramp metering can be an effective tool for smoother traffic flow. They allow control over the rate at which vehicles enter the freeway. Vehicles entering at short intervals—usually between four and fifteen seconds per cycle—are less likely to slow down existing traffic and can merge into the freeway with less potential for accidents. In areas where ramp meters have been installed, average speeds have increased by as much as 50%, the volume of vehicles has increased from 50% to 80%, and accident rates have dropped between 20% and 50%. The statewide *Caltrans Ramp Metering Development Plan* and *US 101 Corridor System Management Plan, Santa Barbara* include recommendations for prioritizing ramp metering as a viable strategy for US 101 in Santa Barbara and Salinas, SR 17 and Highway 1 in Santa Cruz and Highway 101 in San Luis Obispo. Recently SBCAG was awarded a grant to further study the feasibility of ramp metering on the US 101 South Coast segment, the District looks forward to working in partnership to determine the feasibility of implementing this strategy within the corridor.

2.3 Freight and Rail System

California with the eighth largest economy in the world has the most extensive and interconnected freight system in the nation. According to the California Freight Mobility Plan 2014, California transported approximately 155.1 million tons of freight valued at 684.5 billion, including international imports, to the rest of the United States. In addition, Port of Los Angeles and Long beach are the largest ports in North America, making U.S 101 a critical transportation facility for freight movement. California is an economic powerhouse, fueled by the production, movement, and consumption of goods and services. The efficient movement of goods is essential to the prosperity of California. The State's mature transportation system of highways, rail lines, pipelines, airports and seaports serves a diverse range of needs for the movement of goods. This system supports the economy by delivering raw materials, intermediate goods, and finished products to production, consumption, and disposition points. The transportation system and California's economy are intricately linked.

According to Central Coast California Commercial Flow Study 2012, more than 63 million tons of freight, worth approximately \$50 billion per year was transported within and out of the central coast region. Over 80% of goods were transported via trucks, 14% via pipeline, and 4% via rail and less than 1% by Air and Marian. Truck transportation is a vital source of movement; hence, conditions of local and regional roads and connectivity are vital to the success of the freight industry. Key industry that depends on goods movement and freight industry in the regions are agriculture, manufacturing, and truck transportation, and warehousing.

As the population trends continue to increase, demand for agriculture produce and freight will follow the trend. Hence, regional and local road are critical to the health of the freight movement. Since over 80% of goods that are transported via trucks, local economies are dependent on the local carriers importing and exporting goods in and out of the region efficiently. Ongoing maintains of the existing state, regional and

local roads network; managing traffic and congestion; and managing transportation facilities for the freight industry are imperative to meeting the future demand of goods movement.

US 101 is the primary north-south goods movement route in District 5. Freight volumes along this route, while less than those on the parallel Interstate 5 route through California's Central Valley are nevertheless critical to the State's economy and to national and international trade. This is especially true for fresh-packed produce grown throughout the District and increasingly for wines bottled in the District. These commodities are generally moved by truck to the Los Angeles or San Francisco areas where they meet final demand or continue towards final markets. In the case of fresh produce, time is critical.

SR 46 East is a primary route for goods movement, primarily for east-west transport to and from the Central Coast. Currently, about 20% of the traffic volume is comprised of trucks. Additional east-west corridor of SR 156 and north-south connection of SR 25 also carry a significant volume of truck traffic connecting to US 101 and moving goods into the Bay Area and with SR 152 and moving agricultural goods to the San Joaquin Valley. SR 183 in Monterey County and SR 166 Santa Barbara County also serve as alternate and/or connecting routes for the movement of goods out of these counties.

When looking at the central coast as whole, Salinas Valley, Santa Maria, east of Paso Robles near SR 46 and east of US 101 near Hollister are considered major freight generators and key crops such as berries, strawberries, lettuce, wine grapes, broccoli and nursery project dominate the central coast region. Some of the major issues facing the freight industry are lack of adequate truck parking for those loading goods from crop warehousing, connectivity and congestion on US 101 especially in the Santa Barbara, Atascadero, and Prunedale region. As well as critical east-west highway such as SR 152, SR 41/46, SR 129, SR 166 connecting the region with the I-5 in the San Joaquin Valley.

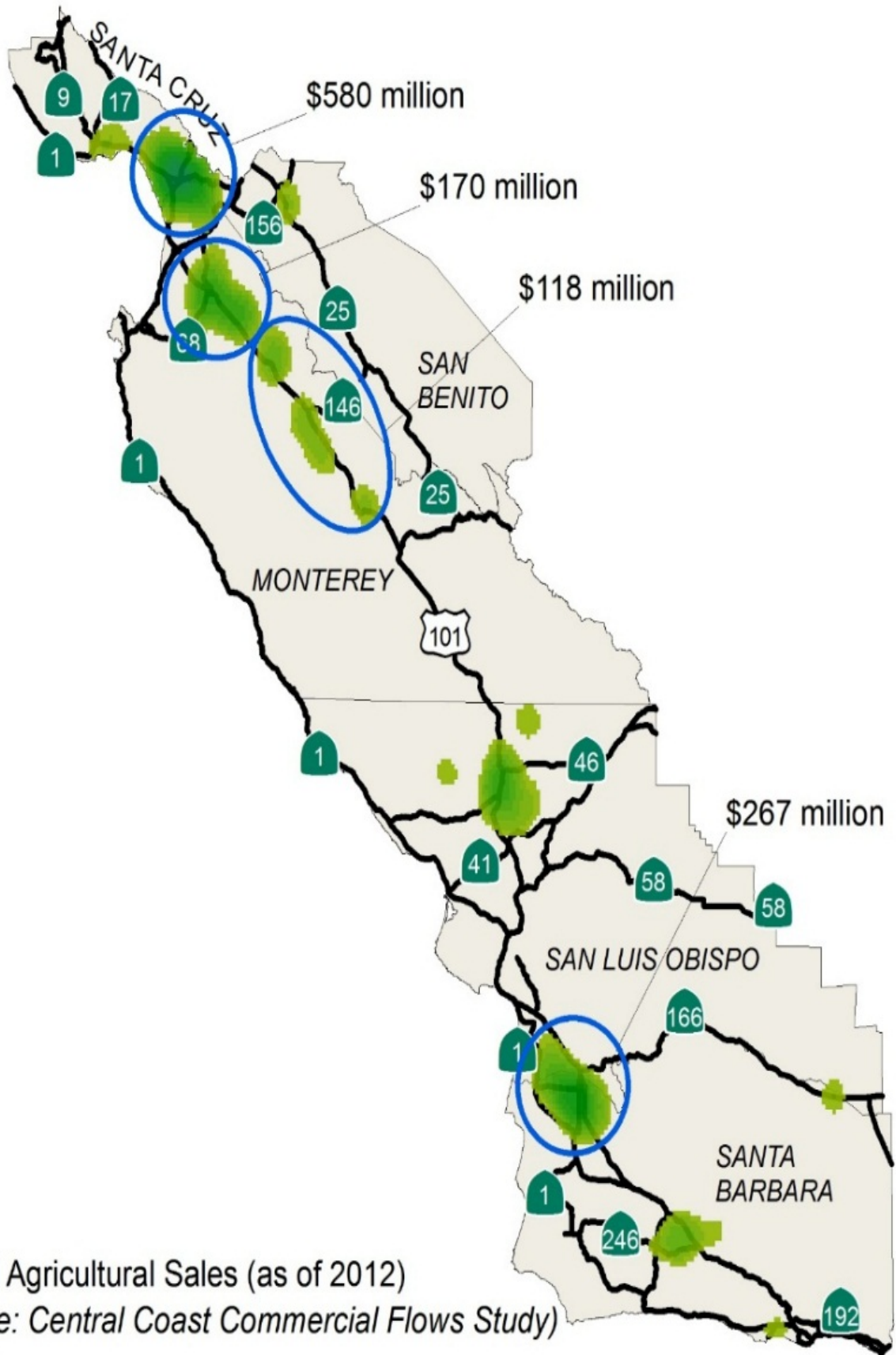


Figure 12: Agricultural Sales

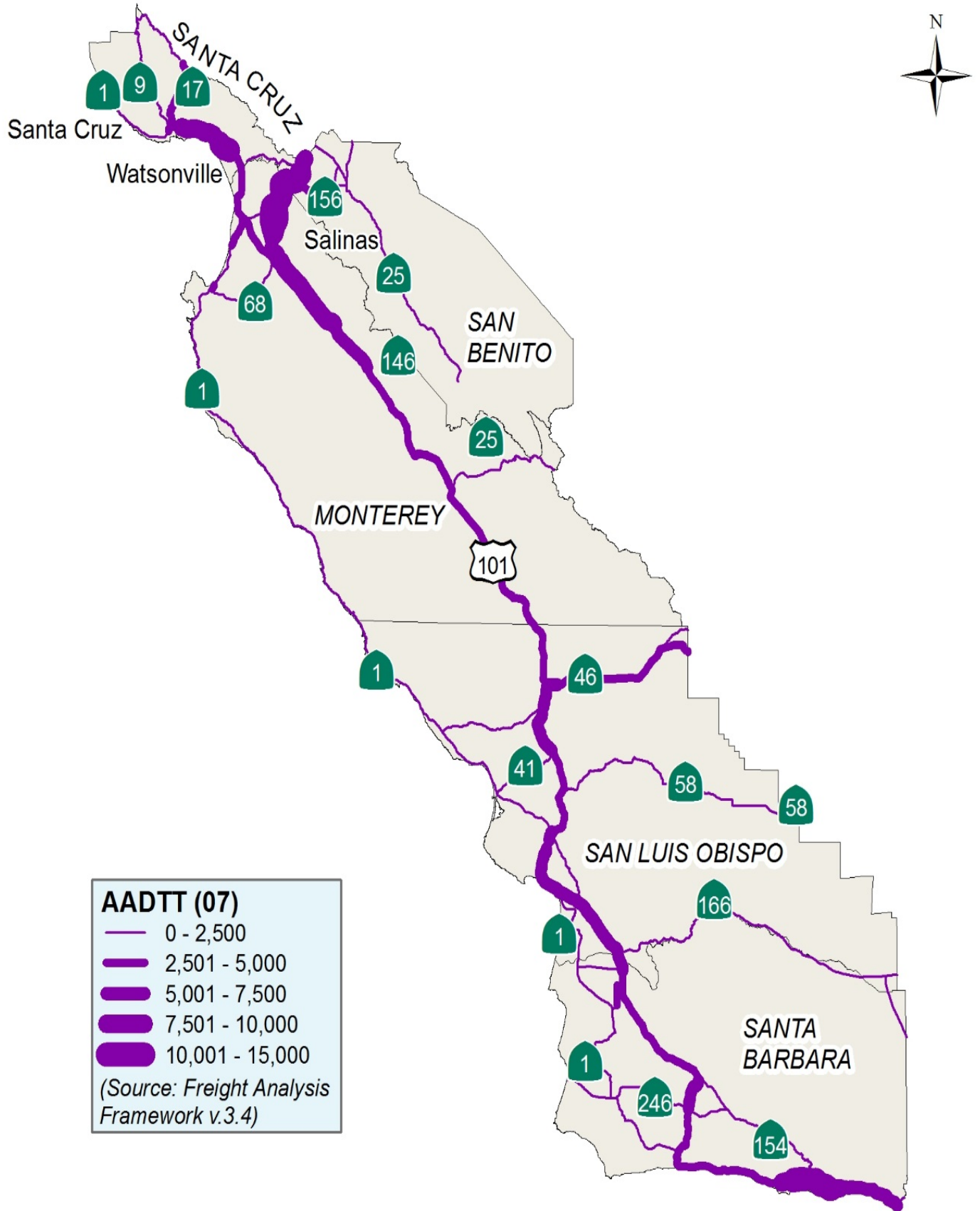


Figure 13: Truck Volumes

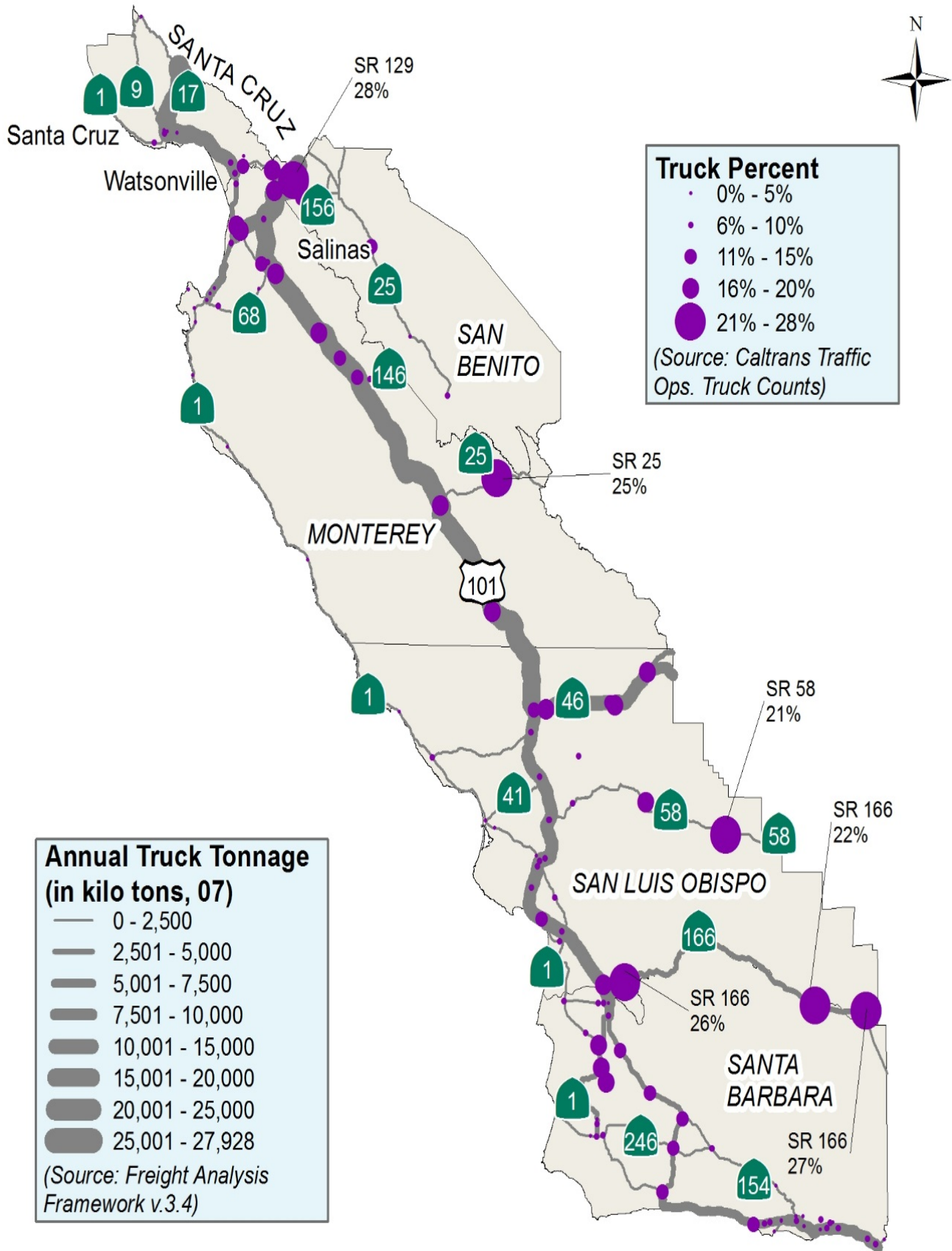
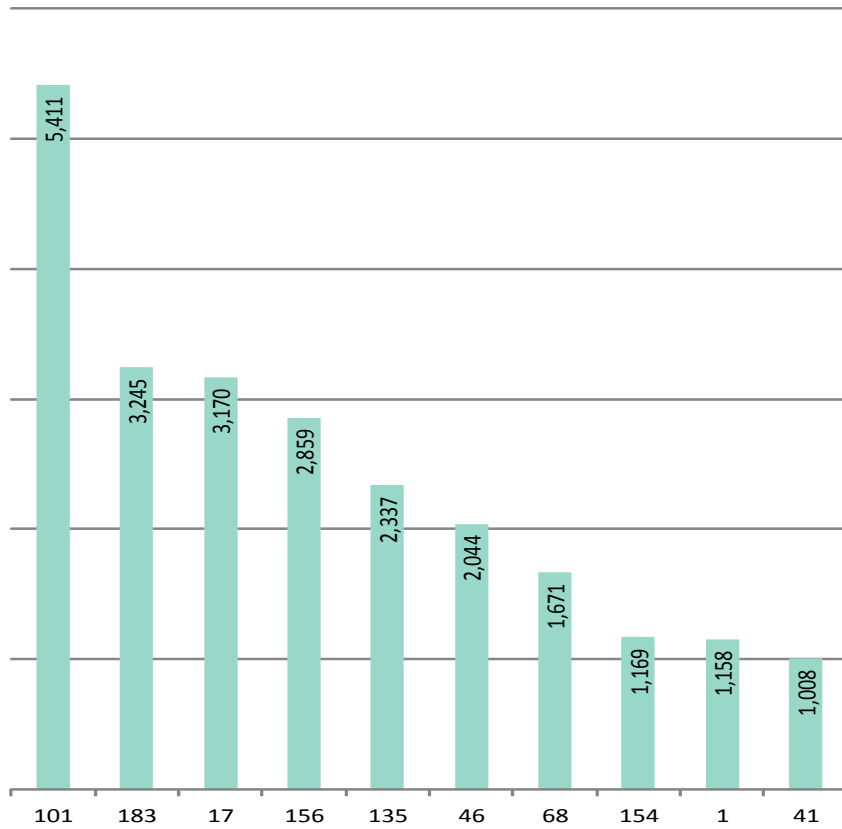
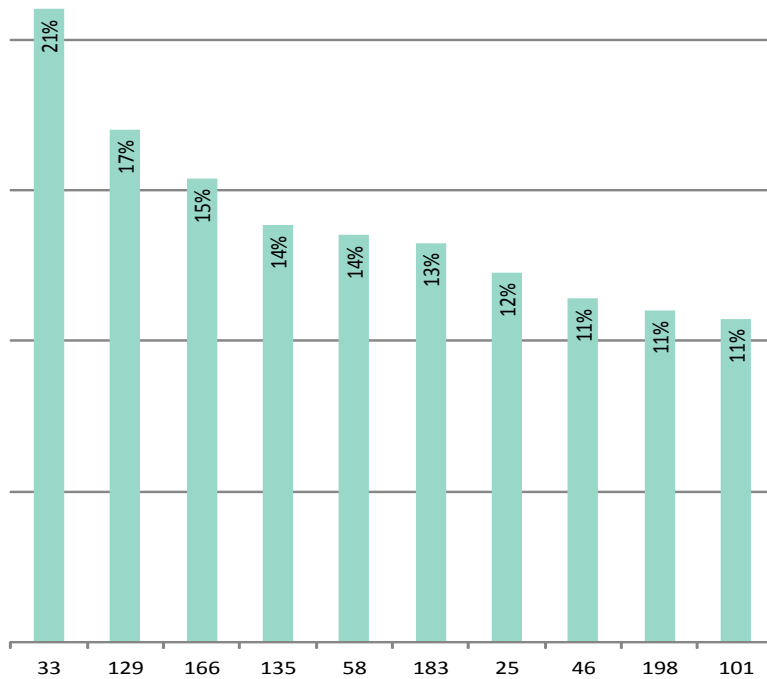


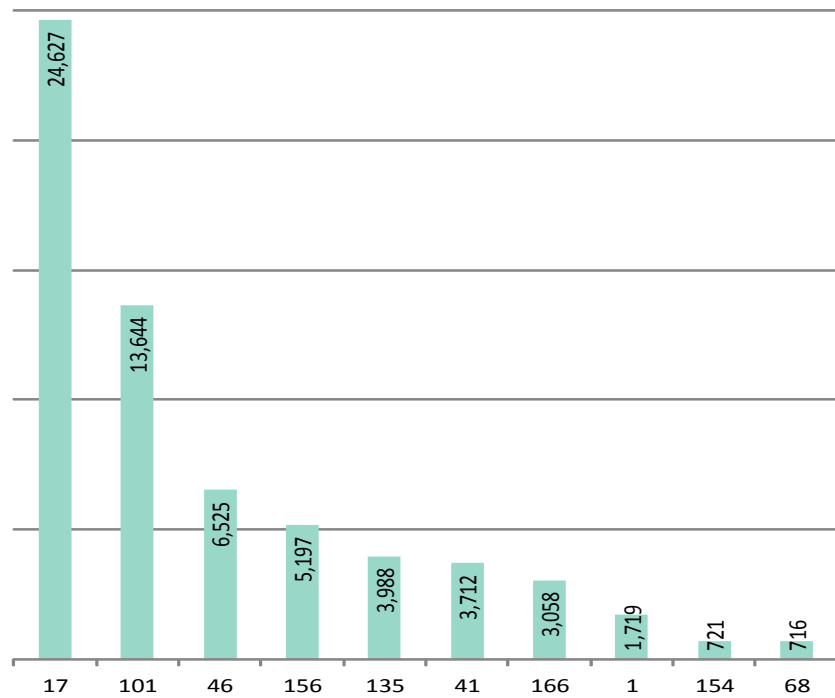
Figure 14: Truck Percentage and Tonnage



Graph 1: Top 10 Routes by Truck Volume (Weighted by mileage). (Source: Freight Analysis Framework v. 3.4)



Graph 2: Top 10 Routes by Truck Percentage (Average). (Source: Caltrans Traffic Ops. Truck Counts)



Graph 3: Top 10 Routes by Tonnage (Weighted by mileage). (Source: Freight Analysis Framework v. 3.4)

2.4 Intercity and Commuter Rail Service

The California state rail system combines intercity, commuter, and freight rail. All three systems share the same infrastructure that is generally owned by private railroads, and in some cases, public entities. In District 5, this includes Union Pacific Rail Road (UPRR), Metrolink, and Caltrain. Most of the railroad is located parallel to US 101. Because these systems share the same infrastructure, joint planning and policy development increases the efficiency and effectiveness of the system, and makes infrastructure development and maintenance more cost effective. The state works closely with the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN) and Coast Rail Coordinating Council (CRCC) to improve service speeds, reliability and frequency of rail in southern California (California Department of Transportation, 2013).

Intercity rail includes state-supported corridor routes and Amtrak long-distance routes. The Pacific Surfliner serves as intercity routes within the District. The Pacific Surfliner is the only state supported and coast starlight and is currently the second busiest passenger rail line in the United States. Eleven round trips operate Monday through Thursday, and twelve operate Friday through Sunday between Los Angeles and San Diego. Five daily round trips extend into District 5 between Los Angeles and Santa Barbara, with two continuing on to San Luis Obispo. The service is funded 70 percent by the state and 30 percent by Amtrak. Ridership from June 2010 through July 2011 on the Pacific Surfliner was 2.7 million. Amtrak also operates the long-distance Coast Starlight train which offers one daily round trip between Los Angeles and Seattle with stops in the city of Santa Barbara, city of San Luis Obispo and city of Salinas. Ridership from June 2010 through July 2011 on the Coast Starlight was 432,000.

There are multiple efforts ongoing to improve commuter and intercity rail service throughout the District. In Santa Barbara County, the 2006 SBCAG *101 in Motion* study raised the profile of the importance of improved

rail service to continued mobility in the county. A study is being developed to determine/document the viability of a new dedicated commuter rail service between Ventura and Goleta. While discussions continue between LOSSAN, Santa Barbara County Association of Governments (SBCAG), Ventura County Transportation Commission (VCTC), Metrolink, and the UPRR regarding the new service, efforts to improve the supporting rail line infrastructure to accommodate a new commuter rail service are progressing. This includes the development of a commuter rail platform in Goleta and improvements to the Ortega and Sea Cliff sidings. Over \$18 million in State Transportation Improvement Program (STIP), \$950,000 from the Federal Railroad Administration's High Speed and Intercity Passenger Rail Program/American Recovery and Reinvestment Act, and \$500,000 in local Measure A funds has been programmed for the siding projects. Currently, LOSSAN is actively working with SBCAG and the Deputy Secretary of Transportation to revise the Pacific Surfliner service schedule for spring 2016 to better serve the peak hour passengers between Ventura, Santa Barbara and Goleta. It is expected that such revision would relieve congestion on US 101 between Ventura and Santa Barbara counties.

Along the Central Coast, there is great support for return of the Coast Daylight route from Los Angeles to San Francisco with twenty agencies along the corridor passing "Resolutions of Support" for the project. The CRCC lead by TAMC, SLOCOG, and SBCAG has been instrumental in planning for this new service and will continue to have an important role in the planning and operation of this improvement. The Coast Daylight will begin with one round trip between San Luis Obispo and San Francisco and expand as demand warrants. This route is anticipated to generate an annual ridership of 216,000 passengers (2012). \$43 million is secured in Proposition 1B and STIP funding for the extension. Additional state funding to cover annual operating costs, acquisition of equipment, and continued negotiations with the railroads must take place prior to operation of the new route.

In Monterey County, the Transportation Agency for Monterey County (TAMC) has been working cooperatively with the Capital Corridor Joint Powers Authority to extend the Capital Corridor rail service to Salinas. The service is planned to begin with two daily round trips from Salinas to San Jose and beyond to Sacramento, and will be increased to up to six round trips as demand warrants. The extension will include three new station stops in Monterey County, including: Pajaro/Watsonville, Castroville, and Salinas. The rail extension, in addition to connecting Salinas with San Jose and the jobs base of Silicon Valley, will also connect to other cities via connections to Caltrain, Altamont Corridor Express and planned High-Speed Rail service at stations in Gilroy and San Jose. The first phase of this extension project is fully funded through state funding, and the project has completed environmental review and preliminary engineering. The project is now in the final design and property acquisition phase.

In Santa Cruz County, SCCRTC received a transit planning grant from Caltrans to evaluate the feasibility of passenger rail transit service on the Santa Cruz Branch Line. The study includes technical analysis of multiple service scenarios, ridership projections, capital and operating cost estimates, technologies, and funding options.

2.5 Transit System

Caltrans continues to support all local and regional efforts to improve mobility choices and increase accessibility to all modes of transportation including transit, bicycle and pedestrian. Caltrans is responsible for governing statutes, oversees funding program, allocation to cities and counties, reviews transit financial and performance audits. RTPAs are responsible for authorizing funding to local transportation agencies, ensure public participation process and conduct needs assessments. About one third of the State's population is too young, too elderly, too infirm or too low income to be able to drive. Add to this population the environmentally-conscious riders, those who prefer to spend their commute time reading, sleeping, or working, and the transit market can be substantial. Another trend affecting transit is the aging of Californians

and the numbers of older drivers who choose to quit driving or are unable to drive any longer. In addition the price of gasoline, congestion and parking problems are major factors directly related to transit ridership.

Bus Service

Bus service in District 5 is managed and operated by a combination of local and regional transit providers within each county. These operators provide commuter and traditional bus service. Commuter bus service accommodates commonly longer distances, with minimal stops and a focus on commutes to and from work. Traditional bus service refers to local bus trips customized to meet the unique needs of the community.

Santa Barbara Metropolitan Transit District (SBMTD), Santa Maria Area Transit (SMAT), San Luis Obispo Regional Transit Authority (SLORTA), Monterey-Salinas Transit District (MST), and Santa Cruz Metropolitan Transit District (METRO) are members of the California Transit Association and the four largest transit operators in District 5. Many local, regional and inter county services also offer local and regional shuttle services as well and Amtrak users are commonly offered free transfers onto regional transit bus services. This is coordinated by Caltrans under contract with Amtrak to provide connecting feeder bus services with private bus operators.

Recent legislation, AB 946, was enacted to analyze the feasibility of bus on shoulders in Monterey and Santa Cruz counties. This would provide an alternative solution to address congestion on the State highways. In District 5 there are currently no Light Rail systems; however, our partner agencies are analyzing the feasibility of transit systems such as, Bus Rapid Transit (BRT). Caltrans will continue to collaborate with partner agencies to improve transit systems. Table 6 provides a list of projects/studies within our district that improves or plan to improve the transit system.

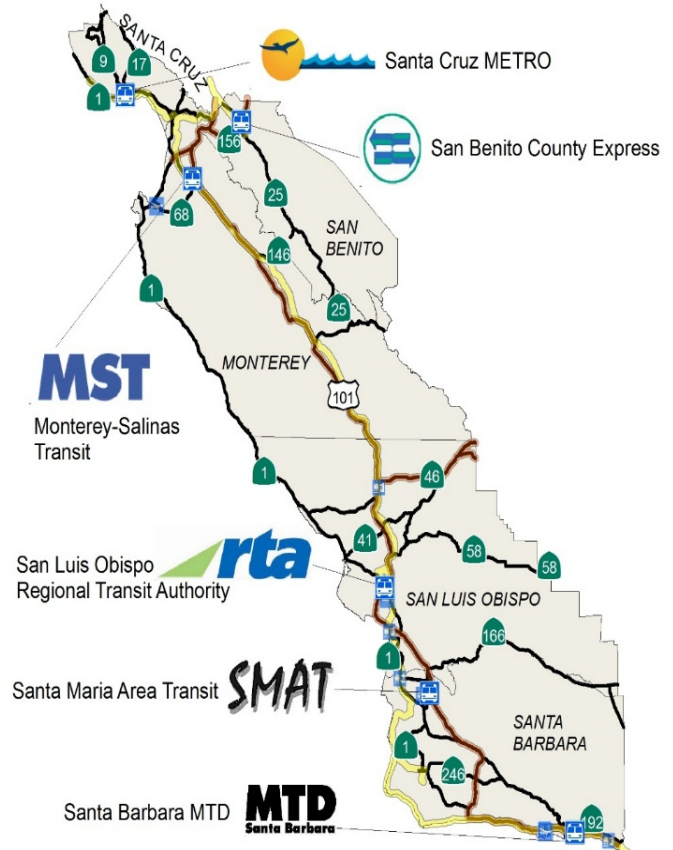


Figure 15: Regional Transit Systems

Table 6: Transit Projects/Studies in District 5

Agency	Study	Status
SBCAG/SLOCOG	Santa Maria-San Luis Obispo Connectivity Plan	In Progress
SBCAG	Transit Resource Guide	In Progress
SBCAG	North County Transit Plan	In Progress
SLOCOG	US 101 Bus Rapid Transit Feasibility Study	In Progress
MST	Bus Rapid Transit Jazz Line	Implemented/Construction
TAMC	Monterey Branch Line	In Progress
SCCRTC	Passenger Rail Study	In Progress

2.6 Park and Ride Lots

Park and Ride lot improvements facilitate carpooling travel which has a direct benefit to improving mobility. Caltrans supports locating future park and ride lots where multimodal nodes exist. Caltrans encourages and supports local agencies to construct and maintain park and ride lot facilities at locations that address safety and mobility needs of bicyclists, pedestrians, and transit users in all projects. Caltrans understands the value of Park and Ride systems and through partnership, will look to enhance the Park and Ride system in the District.

Future park and ride lots in District 5 include two in Santa Barbara County in Buellton at US 101/Avenue of Flags and in Santa Maria near the US 101/SR135 interchange. Recent work added 21 parking spaces to the Halcyon Park and Ride lot in San Luis Obispo County. The US 101 Santa Barbara/Ventura Corridor System Management Plan (Caltrans, 2010) identifies potential for a future park and ride lot at Bailard Avenue and the SLOCOG Regional Transportation Plan-Sustainable Communities Strategy (2014) identifies a future park and ride lot to be considered at one of the following locations: the Highway 166 interchange, Los Berros/Thompson interchange, or Willow Road interchange. The San Luis Obispo South County Bus Rapid Transit Assessment (2011) also highlights West Tefft Street and Spyglass Drive as potential locations to consider for a future park and ride lot. For existing Park and Ride lots in district 5 please see Appendix B. The list of Park and Ride lots provided on Appendix B are owned by Caltrans as well as by private and local agencies within the district.

2.7 Bicycle and Pedestrian

Caltrans provides for the needs of travelers of all ages and abilities in planning the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle and pedestrian modes as integral elements of the transportation system. The Department develops integrated multimodal projects in balance with community goals, plans and values. Addressing the safety and mobility needs of bicyclists and pedestrians in all projects is implicit in these objectives. Bicycle and pedestrian travel is facilitated by creating Complete Streets beginning early in system planning and continuing through project delivery and maintenance and operations.

Bicyclists have access to highways, streets, and roads unless prohibited. State and federal laws require the Department and local agencies to promote and facilitate increased bicycling and walking. The California Vehicle Code Sections 21200-21202 and Streets and Highways Code Sections 890-894.2 identify the rights of bicyclists and establish legislative intent that people of all ages using all types of mobility devices are able to travel on roads. State law allows Caltrans to prohibit non-motorized vehicle travel on freeways if a suitable alternate route exists. Where a section of freeway is prohibited to bicycles, Caltrans and local and regional planning agencies must ensure bicycles have an alternate route on parallel surface streets that are safe and convenient.

District 5 continues to consider bicycle and pedestrian needs throughout the project development process. Needs that have been identified by bicyclists include:

- Bicycle Education - safety information for both cyclists and drivers to better coexist
- Bicycle Paths (Class I) - Construction of off-street bicycle facilities
- Bicycle Lanes (Class II) - Construction of on-street bicycle facilities
- Cycle Tracks (Class IV) – Construction of protected bike lanes or cycle tracks bicycle facilities
- Road Conditions - Proper maintenance on public roads
- Bicycle Parking - Proper bicycle storage racks and lockers at essential locations
- Other Bicycle Facilities - Bicycle-specific loop detectors, crossing lights, and lane striping, etc.

The appropriate facility to accommodate non-motorized travel modes depend on several factors including the context of the corridor and surrounding land uses. It may include sidewalks, Class I bicycle paths, Class II bicycle lanes, paved shoulders or other facilities. Given its rural nature, the majority of non-motorized travel on the SHS is along conventional two-lane highways, many of which have limited paved shoulders. Ideally, planning for non-motorized facilities should consider these opportunities as early as possible during system planning and regional planning process to ensure optimum success and reduce expenses for these facilities.

An important strategy when working in partnership with our local partners is to consider the local and regional long-range planning efforts and look for opportunities, as appropriate to reallocate space to accommodate multiple users of the State Highway System. The District will continue to coordinate the regional bikeways that have been established or planned adjacent to or as part of the District’s highway network, examples of some key regional facilities include (but not limited to):

- California Coastal Trail
- Pacific Coast Bike Route
- De Anza Trail
- Monterey Bay Sanctuary Scenic Trail

2.8 Aviation

District 5 has four commercial airports located in the following cities: Santa Barbara, Santa Maria, San Luis Obispo, and Monterey. The table below lists other airports in the District. Adequate ground access, space for future expansion, and incompatible land uses nearby are the primary concerns for District airports. There is growing recognition of the correlation between an efficient ground access system in and around airports for both passengers and cargo and the state’s economy. Caltrans recognizes the importance in funding and implementing ground access programs.

The Caltrans, Division of Aeronautics’ role is to effectively protect and preserve aviation so that California has a sustainable airport system. Individually, incompatible land use decisions may appear to have a negligible impact. But collectively and over time, land use decisions can lead to the restriction of airport activities or a conditional airport closure (e.g. time of day flight restrictions), by reducing or eliminating the airports many benefits. To assist in this endeavor, the Division of Aeronautics publishes the California Airport Land Use Planning Handbook (Handbook), which establishes statewide guidelines for



Figure 16: Commercial Aviation System

airport land use compatible planning based on the State Aeronautics Act.

The Division of Aeronautics issues permits for and annually inspects hospital heliports and public-use airports; makes recommendations regarding proposed school sites within two miles of an airport runway; and authorizes helicopter landing sites at or near schools. Aviation system planning provides for the integration of aviation into transportation system planning on a regional, statewide, and national basis. The Division of Aeronautics administers noise regulation and land use planning laws that foster compatible land use around airports and encourages environmental mitigation measures to lessen aircraft noise, air pollution, and other impacts caused by aviation. The Division of Aeronautics also provides grants and loans at airports for safety, maintenance and capital improvement projects.

Table 7: Summary of Aviation Services

County	Commercial	General	Community	Military
Santa Barbara	Santa Barbara, Santa Maria	New Cuyama	Lompoc, Santa Ynez	Vandenberg Air Force Base
San Luis Obispo	San Luis Obispo	Paso Robles and Oceano County		* O’Sullivan AAF, Fort Hunter Liggett
Monterey	Monterey Peninsula	Salinas, Carmel Valley, and Marina	Mesa Del Rey, King City	* Camp Roberts AAF
San Benito	--	Hollister	Frasier Lake	--
Santa Cruz	--	Watsonville	--	--

*AAF=Army Air Field

2.9 Major Emphasis Areas

An element of this DSMP is to identify District emphasis areas that will guide the District when making improvements with limited transportation funding. To identify the emphasis areas, the first step was to incorporate the strategic interregional corridors that serve goods movement and interregional travel as identified in the *Caltrans Draft 2015 Interregional Transportation Strategic Plan (ITSP)*. The ITSP has a focus on interregional and freight movements; therefore the next step was to broaden the modal choices to allow the analysis of emphasis area corridors to be multi-modal. For the purposes of this plan, corridors within the District that support passenger rail, express transit service, park-and-ride locations and airport service were considered to ensure an integrated transportation network. Those emphasis areas are depicted in Figures 17 and 18. Most recently, Caltrans awarded SBCAG a Sustainable Partnership Grant which will evaluate the demand for transit service, carpooling, and vanpooling in the transportation corridor between the cities of south San Luis Obispo County and the Santa Maria\Orcutt area in north Santa Barbara County. It is anticipated that this grant study will help develop a 10 year implementation plan for needed transportation services.

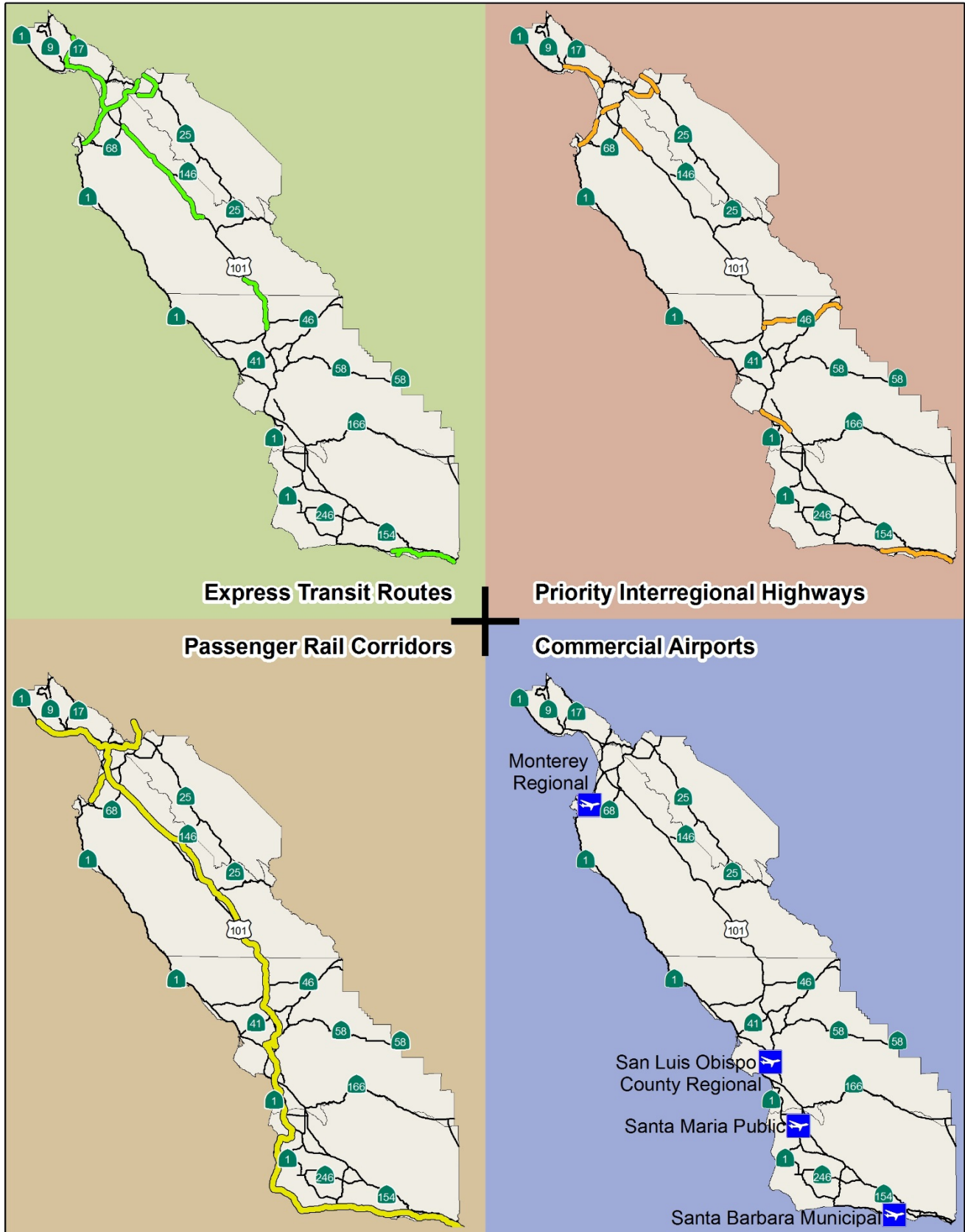


Figure 17: Multimodal Emphasis Corridors

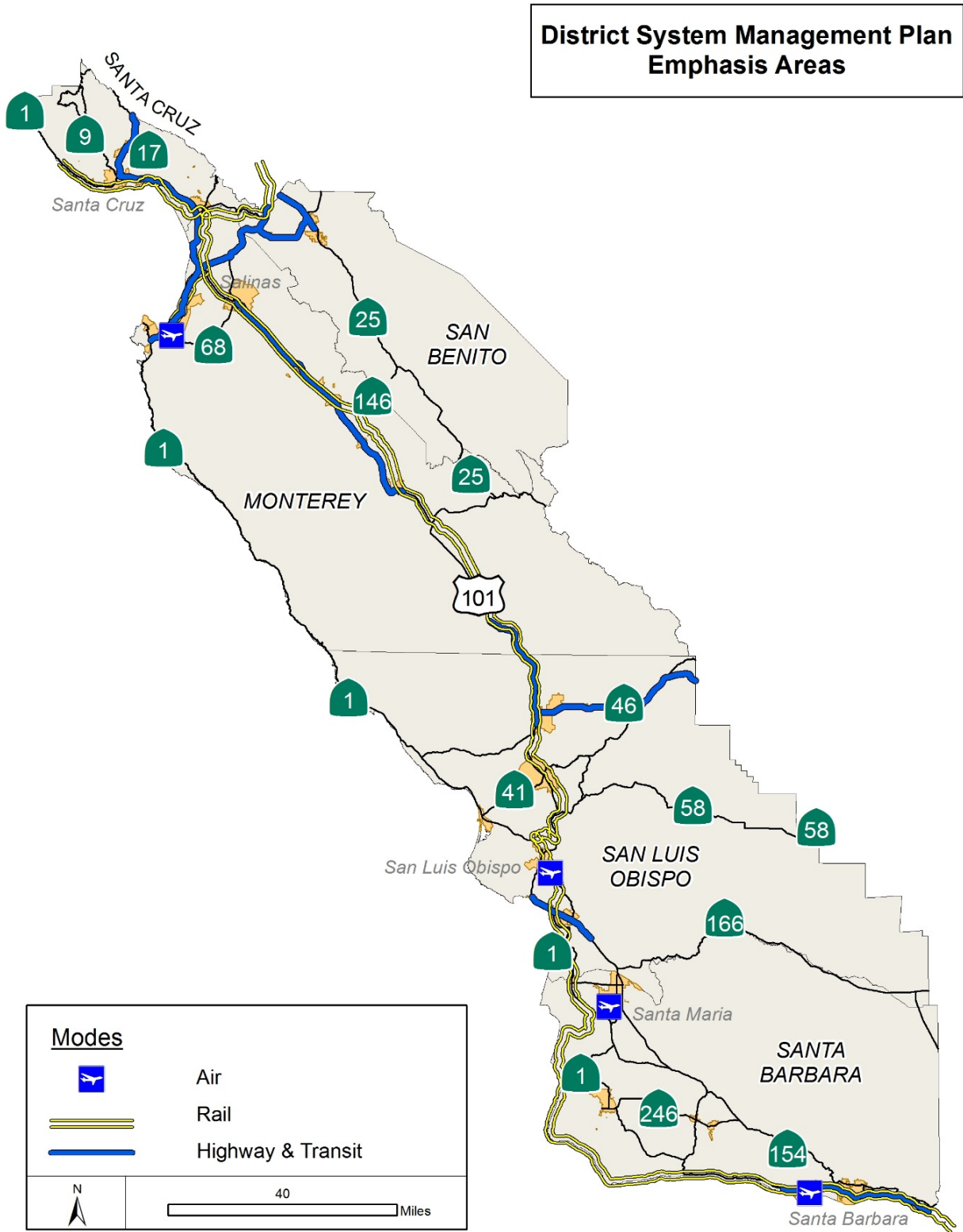


Figure 18: Major Emphasis Areas

Chapter 3

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CHAPTER 3: LONG RANGE PLANNING

System Planning is fundamental to Caltrans’ long-range planning for interregional transportation, corridor system management, and multimodal statewide travel analysis on the SHS. System Planning provides the basis for identifying current and future deficiencies on the SHS and identifies strategies and projects to address deficiencies and make improvements to meet Caltrans goals.

System Planning is conducted consistent with statewide policy and guidance; provides technical assistance; produces state-wide plans and reports; serves as a central point for system information; responds to Executive, Legislative, and public inquiries; and reviews District planning projects. District-level System Planning produces detailed corridor, district, and multimodal level plans and coordinates directly with local and regional agencies, stakeholders, and the public.

While Caltrans is to focus on projects that benefit interregional travel, the legislature has made clear that local, regional, and commute travel – including local travel on SHS – will be the purview of regional transportation planning agencies. Since local jurisdictions are responsible for the type and amount of development-led growth that occurs within their boundaries, local agencies have been made responsible for managing the traffic that is generated by the development patterns they allow. Not only does this make the local jurisdictions responsible for the transportation-related impacts of their land use decisions, it allows them to deliver projects that are tailored to the needs of their communities.

The Intergovernmental Review (IGR) District 5 Planning works closely with jurisdictional partners and land development. IGR has the responsibility of reviewing all local, state, and various federal projects, programs and plans that could potentially impact existing or proposed state transportation facilities. The IGR staff work cooperatively with local lead agencies and developers in determining the type and level of mitigation needed to offset other functional areas affected by the proposal, and coordinating functional review within Caltrans. They also insure that conditions of project approval proposed by Caltrans and/or adopted by the lead agency are forwarded to the District Permit Engineer. Developer fees, along with local sales tax measures, are important funding sources for transportation improvements in District 5.

The cost of large transportation projects is often more than an individual local or regional jurisdiction or Caltrans can fund with their share of STIP funds. As a result, contiguous jurisdictions may pool resources to fund a project that jointly benefits them. Caltrans may participate in jointly funding a project if the project serves Caltrans’ objectives in addition to those of the local or regional agency. Caltrans continues to acknowledge the importance of social equity and environmental justice concerns in early stages of transportation planning, investment decision making through construction, operations and maintenance.

District 5 has a concentration of environmental, historic and cultural resources that are valued both for their contribution to quality of life and as the foundation of a thriving tourist industry. Therefore, in addition to the Department’s goals, a unique set of emphases and priorities arises from the



Figure 19: Regional Partner Agency

circumstances of District 5’s constituent counties, communities, interest groups and segments of the economy.

The Regional Transportation Plans (RTPs) developed by the five counties, together with the Metropolitan Transportation Plan (MTP) developed by respective MPOs to provide the framework for the DSMP. Each plan describes local transportation issues and problems, identifies goals and strategies, and outlines funding priorities. Taken separately each plan is a blueprint of transportation actions for that particular county. The DSMP ensures that the combined thrust of the Regional/Metropolitan Transportation Plans is consistent with a District and Department perspective.

Table 8: Tribal, Regional, Local Agency Partners

	Santa Barbara County	San Luis Obispo County	Monterey County	San Benito County	Santa Cruz County
Metropolitan Planning Organization	SBCAG	SLOCOG	AMBAG	AMBAG	AMBAG
Regional Transportation Planning Agency	SBCAG	SLOCOG	TAMC	SBTCOG	SCCRTC
Congestion Management Agency	SBCAG	SLOCOG	TAMC	N/A	SCCRTC
Local Agency	Santa Barbara County, City of Buellton, City of Carpinteria, City of Goleta, City of Guadalupe, City of Santa Barbara, City of Buellton, City of Goleta, City of Lompoc, City of Santa Maria, and City of Solvang	San Luis Obispo County APCD, City of Arroyo Grande, City of Grover Beach, City of Morro Bay, City of Pismo Beach, City of San Luis Obispo, City of Atascadero, and City of El Paso de Robles	Monterey County, Carmel-By-Sea, City of Del Rey Oaks, Fort Ord Reuse Authority (FORA), King City, City of Greenfield, City of Soledad, City of Gonzalez, City of Marina, City of Monterey, City of Pacific Grove, City of Salinas, Sand City, and City of Seaside	San Benito County, City of Hollister, and City of San Juan Bautista	Santa Cruz County, City of Capitola, City of Santa Cruz, City of Scotts Valley, And City of Watsonville
Transportation Management Area	SBCAG	N/A	N/A	N/A	N/A
Tribes	Santa Ynez Band of Chumash Indians	N/A	N/A	N/A	N/A
Air District	Santa Barbara County Air Pollution Control District	San Luis Obispo Air Pollution Control District	Monterey Bay Unified Pollution Control Air District	Monterey Bay Unified Pollution Control Air District	Monterey Bay Unified Pollution Control Air District

3.1 State Planning

The objective of state wide long range planning is to ensure that investments in the SHS and the larger transportation system will meet future needs for mobility, access and safety. The method of system planning is to identify at the earliest stage, those capacity and operational improvements, alternative modes of transportation, intermodal connections, and new technologies that will improve regional and interregional mobility and optimize returns on investments.

The California Transportation Plan (CTP): A statewide, long range transportation plan developed to meet the State's future travel needs while reducing green-house gas (GHG) emissions. The CTP defines performance-based goals, policies, and strategies to achieve our collective vision for California's future statewide, integrated, multimodal transportation system. The CTP is prepared in response to federal and state requirements and is updated every five years. The CTP 2040 was initiated in early 2010 with the development of the California Interregional Blueprint (CIB) in response to Senate Bill 391 (Liu, 2009). The CIB is a state-level transportation blueprint that articulates the State's vision for an integrated multimodal transportation system that complements regional transportation plans and land use visions. The CIB provides the foundation for the CTP 2040, which will conclude with plan approval by the Secretary of the California State Transportation Agency (CalSTA) in December 2015. This plan will guide transportation decisions and investments in the 21st Century. The CTP 2040 provides a policy framework for meeting statewide transportation needs. It defines goals, policies, and strategies to achieve our collective vision for California's transportation future. The plan envisions a sustainable system that improves mobility and enhances our quality of life. Key to this vision is considering "the three E's" -a prosperous Economy, quality Environments, and social Equity -in all transportation decisions. Achieving the vision will take considerable effort. All transportation providers and system users have been partners in helping to make the CTP 2040 a reality. Communities must plan and use their land wisely, transportation providers must manage the system efficiently, and users must choose services carefully. The current focus is to update the CTP for a 2040 planning horizon by incorporating elements of previous plans and integrating new recommendations. Ongoing community outreach through an interactive website, as well as workshops and focus groups throughout the state, has been important elements of the plan's development. By collaborating with Caltrans, the public can influence the content of the final plan and, ultimately, decisions about investing transportation dollars. CTP website: www.californiatransportationplan2040.org

Interregional Transportation Strategic Plan (ITSP): The 2015 ITSP Draft is an integral component on how Caltrans will connect not just the largest populated economic regions of the State, but also the regions that are experiencing both the fastest economic and population growth. The plan evaluates the basic connectivity and accessibility of the interregional transportation system to ensure all major regions in the State can be reliably accessed

Several legislative bills and policies emerged since the initial 1998 ITSP, such as AB 32, SB 375 and SB 391. These legislative policies require a new assessment on how Caltrans will invest to improve interregional travel throughout the State. In addition, the California Department of Transportation's has identified a new Mission, Vision, and Goals. Still, the basic premise of the ITSP has not changed:

- Communicating its approach and vision for California's interregional transportation system.
- Improving the interregional movement of people and goods.
- Providing a framework that guides the investment for the ITIP.

The 2015 ITSP provides an overview of the interregional transportation system including the identification of the priority interregional corridors. Concepts have been created for each strategic interregional corridor that will be used by a variety of agencies to plan and program transportation improvements.

Corridor System Management Plan (CSMP): The route specific CSMP is a multi-jurisdictional planning document that identifies future needs within corridors experiencing or expected to experience high levels of congestion. CSMPs often provide a more focused analysis of a portion of a route and are required for any project in the state receiving Proposition 1B Corridor Mobility Improvement Account (CMIA) and Bond Program funding.

CSMPs have been prepared for:

- [US Route 101](#), in Santa Barbara and San Luis Obispo Counties
- [US Route 101](#), in Ventura and Santa Barbara Counties
- [State Route 46](#), in San Luis Obispo County
- [State Route 1 & 183](#), in Monterey and Santa Cruz Counties

Transportation Concept Report:

A Transportation Concept Report guides the development of California’s SHS as required by *Government Code 65086, Title 23 CFR Part 450 Subpart B*, and the transportation needs of the public, stakeholders, and SHS users. A comprehensive TCR for each highway route and the corresponding transportation corridor provides a focused look at the existing conditions and performance of the route, future transportation needs and demands, and improvements necessary to address those needs within the context of the communities and rural areas the highways traverse. Each Caltrans District is delegated the responsibility to create a TCR for each SHS route within their boundaries.

The goal of the TCR is to present a long-range concept for, and relevant data about, a corridor or route to inform decisions made regarding the management of the transportation network, all toward meeting the goals of safety and health; stewardship and efficiency; sustainability, livability and economy; system performance; and organizational excellence. These goals enable the TCR to be a relevant and useful tool for a broad audience, such as regional and local transportation agencies, tribal governments, external stakeholders, partner agencies, and related Caltrans functional units. TCRs are one component of Caltrans’ transportation planning process called System Planning which serves as the foundation for project initiation and programming. Other statewide and District specific System Planning efforts that influence TCRs include: the California Transportation Plan (CTP), the Interregional Transportation Strategic Plan

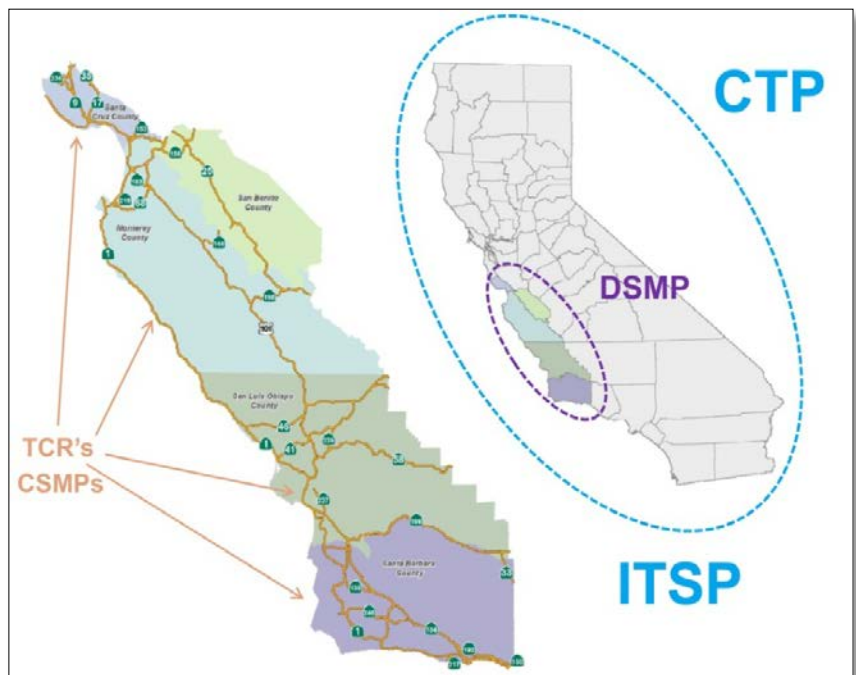


Figure 20: System Planning Documents

(ITSP), the District System Management Plan (DSMP), and Corridor System Management Plans (CSMPs).

3.2 Regional Planning

Regional planning is primarily conducted by transportation planners in the Districts and in the Office of Regional Planning (ORP), located within the Division of Transportation Planning (DOTP) at Headquarters, Sacramento. The focus of Regional Planners is the interaction with the MPOs and RTPAs in regard to Overall Work Programs (OWPs) and Regional Transportation Plans (RTPs), with emphasis on monitoring activities funded with ORP-administered transportation planning funds: state Rural Planning Assistance (RPA) and federal Consolidated Planning Grant (CPG).

Regional Transportation Plans – Sustainable Communities Strategy

The connection between land use and transportation planning is a priority for the State, with the implementation of Senate Bill 375 legislation by the MPO area jurisdictions. Each MPO in California is responsible, pursuant to statute (SB 375), for developing a Sustainable Communities Strategy (SCS) for its regional transportation plan (RTP) or Metropolitan Transportation Plan (MTP). The SCS is intended to demonstrate how, through more efficient coordination of land use decisions and transportation investments, each region can reduce per capita greenhouse gas (GHG) emissions from cars and light trucks.

SBCAG's 2013 RTP-SCS defines a preferred scenario strategy for Santa Barbara County to achieve GHG emission reductions is a Transit-Oriented Development (TOD)/Infill plan called "Scenario 3 + enhanced transit strategy". According to the RTP-SCS, "It selectively increases residential commercial land use capacity within existing transit corridors, shifting a greater share of future growth to these locations. The preferred scenario shifts more housing growth to the South County to rely more heavily on transit and address jobs-housing imbalance and in infill areas over time". The preferred scenario was developed through a multi-year stakeholder engagement effort and is consistent with adopted local General Plans and intensification of land use along transit corridors are consistent with local draft plan updates.

AMBAG's 2035 MTP-SCS was approved in June 2014 and built on an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system so it meets the diverse needs AMBAG's changing region through 2035. The 2035 MTP/SCS provides the framework for sustainable land use patterns that seeks to increase the quality of life and implements the best transportation choices to support those land use patterns for the future. The 2035 MTP/SCS focuses growth in high quality transit corridors and provides more travel choices as well as a safe and efficient transportation system with improved access to jobs and education for the region's residents. In the 2035 MTP/SCS, nearly 80 percent of the population will live within a ½ miles of transit, with 60 percent of the jobs will be within ½ mile of transit, and more open space preserved for future generations. The Regional Transportation Plans for TAMC, SBtCOG, and SCCRTC were coordinated and served as the basis for transportation improvements within the AMBAG's 2035 MTP-SCS.

SLOCOG's 2014 RTP-SCS for San Luis Obispo County, currently assumes a future development pattern that will be compact than existing housing and employment. Assuming that 35% of new housing will be multi-family, 90% of the new jobs will be focused in the urbanized areas, and reinvestment in existing commercial corridors with a reduced development approach in the unincorporated areas of the county.

3.2 Local Planning

The communities within the District depend on the SHS to receive and distribute goods and for regional and interregional travel. All the counties and the cities in the corridor have their own general plans which guide future community growth through established goals and policies. By state law, local governments must include a circulation element consistent with their general plan's land use element. A local agency's specific

or area plan(s) also provides recommendations and guidance for future development. It is anticipated that the TCRs will serve as a tool for local planning in order to better coordinate local and state goals. Likewise, local general plan recommendations pertaining to the state highway system were reviewed in developing state system planning documents. Comprehensive surveys of general plan recommendations pertaining to specific route throughout District 5 are considered in the development of a TCR. Local agencies are also responsible for planning, implementing, and monitoring land use, development. The TCRs should be consulted to ensure that permitted land uses are compatible with the route concept and recommendations for the State Highway System.

Chapter 4

CHAPTER 4: MANAGEMENT PLAN

The mission of the Department is to “Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability.” This mission along with the goals of safety and health; stewardship and efficiency; sustainability, livability, and economy; system performance; and organizational excellence are the framework for which all products and services of the District fall under. The District has identified eleven objectives to meet the Department’s five Strategic Goals.

Goal 1: Safety and Health

Provide a safe transportation system for workers and users and promote health through active transportation and reduced pollution in communities.

Objective 1: Promote Safe Design for All Travelers

Strategy 1a: Utilize existing forums and venues to inform and promote awareness among internal and external partners and the public about design principles based on safety of the traveling public.

Example: Participation at TTAC and Board meetings, Project Development Team meetings, discussion with local land use authorities during the IGR process, and with public information.

Objective 2: Promote Worker Safety

Strategy 2a: Reduce the risk of exposure for highway workers by completing roadside safety projects.

Strategy 2b: Reinforce the requirement for regular safety meetings to be held quarterly for office staff and every ten days for field staff.

Objective 3: Support Active Modes of Transportation and Access to Transit

Strategy 3a: As part of regular SHOPP program project delivery, identify opportunities and strategies to improve conditions for bicyclists, pedestrians and transit users.

Example: Where appropriate consider the ability to address active transportation needs that may coincide within areas of planned preservation work, such as pavement. Consider opportunities to coordinate with local agencies to enhance conditions for active transportation such as striping and minor widening for pedestrians, bicyclists and transit riders.



Figure 21: Caltrans Safety Campaign

Goal 2: Stewardship and Efficiency

Money counts. Responsibly manage California’s transportation-related assets.

Objective 4: Improve Decision Making

Strategy 4a: Support project teams to manage project scope and make informed, timely and well-documented decisions; provide an effective elevation process to hasten forward progress, develop projects that build community, maintain constant communication and minimize delays in project delivery.

Strategy 4b: Develop higher efficiencies with regulatory permitting process by building higher levels of trust and healthy interagency relationships; reduce the time for permit acquisition through greater use of Programmatic Agreements and similar mechanisms.



Figure 22: Santa Maria River Bridge

Objective 5: Manage Assets Responsibly

Strategy 5a: Develop and maintain a geospatial asset inventory for the District. Support the development and deployment of web-based GIS tools and applications to improve workflow and achieve efficiencies.

Strategy 5b: Efficiently manage all resources for cost-effectiveness in all aspects of transportation planning, project delivery, construction and maintenance.

Strategy 5c: Explore opportunities to achieve multiple benefits within a single project by combining fund sources, including SHOPP programming.

Example: The design and construction of the SB-101-HOV (expansion) will be combined with pavement rehabilitation (preservation.) This will minimize overall disruption to the traveling public and realize cost savings for the taxpayers.

Goal 3: Sustainability, Livability, and Economy

Make long-lasting, smart mobility decisions that improve the environment, support a vibrant economy and build communities, not sprawl.

Objective 6: Plan for Multi-modal Integration

Strategy 6a: Plan strategically to improve conditions for bicyclists, pedestrians and transit users. Consider the needs for accessibility and connectivity between modes that support more transportation choices including motor and electric



Figure 23: US 101 culvert passage at Tajiguas Creek along Gaviota Coast in Santa Barbara County

vehicles, transit, rail, aviation, bicycles and pedestrians. Increase support for Park & Ride facilities. Coordinate with our MPO/RTPAs to support long-range planning efforts to reduce vehicle emissions and meet the requirements of SB 375.

Strategy 6c: Collaborate with partners and engage the private sector to increase investment in truck and freight rail system support.

Strategy 6d: Plan and develop projects and programs that balance and reflect the communities in which they are located, communicate the needs of the public through public engagement and ongoing, transparent communication.



Figure 24: SR 46 Community Outreach

Objective 7: Sustain Environmental Excellence

Strategy 7a: Achieve agreement on Advanced Mitigation strategies that improve habitat and wildlife connectivity while facilitating project delivery.

Strategy 7b: Improve project delivery by including anticipated environmental permitting requirements beyond mitigation into the project scope and budget, especially for projects in the coastal zone.

Strategy 7c: Explore project delivery efficiencies by redefining traditional partnerships with resource and regulatory agencies.

Example: At Scott Creek in Santa Cruz County, redefine a coastal bridge replacement project with lagoon mitigation to a Lagoon Restoration project with a transportation component as a key feature, including the corresponding exchange of agency roles.

Goal 4: System Performance

Utilize leadership, collaboration and strategic partnerships to develop an integrated transportation system that provides reliable and accessible mobility for travelers.

Objective 8: Strengthen Strategic Partnerships

Strategy 8a: Implement Corridor Management concept with Santa Barbara County Association of Governments (SBCAG) for completing the US 101 corridor improvements, including the HOV lane, pavement rehabilitation, active transportation and passenger rail service components.

Example: The Central Coast Coalition is a multi-agency partnership established through a Memorandum of Understanding between Caltrans



Figure 25: US 101 Crazy Horse Canyon Interchange in Monterey County

and the RTPAs/MPOs in District 5 with the purpose of raising the profile and advocating for the continued priority for US 101 within the District.

Strategy 8b: Continue exploration of opportunities for innovative financing with the Transportation Agency for Monterey County (TAMC) for the SR-156 corridor improvements from US 101 in Prunedale to the Monterey Peninsula.

Strategy 8c: Support interregional freight movement with the completion of the SR-46 corridor improvements.

Strategy 8d: Advocate with transportation partner agencies and local land use authorities to plan and implement access control to reduce conflicts on high-volume (non-freeway) route segments along US 101 and SR-17.

Objective 9: Optimize System Performance through Technology

Strategy 9a: Explore use of Transportation System Management & Operations strategies in congested segments of US 101 in Santa Barbara and San Luis Obispo counties in close coordination with the MPO's and local agency partners.

Example: Investigate a ramp metering system in the city of Goleta, Santa Barbara County and explore options for an active-shoulder management system during peak periods of congestion in Pismo Beach, San Luis Obispo County.

Strategy 9b: Strengthen the use of technology for decision support and cost-benefit analysis (e.g., GIS, PEMS).

Goal 5: Organizational Excellence

Be a national leader in deliver quality service through excellent employee performance, public communication and accountability.

Objective 10: Prepare the next generation of leaders

Strategy 10a: Support rotational programs to broaden the range of staff experience and provide opportunities for professional growth.

Strategy 10b: Cultivate an environment that encourages intelligent identification and management of risks.

Strategy 10c: Strengthen opportunities and programs to enhance communications and build relationships both internally and externally and promote transparency with the public.

Example: Take opportunities to make formal and informal presentations about Caltrans' responsibilities and products at MPO/RTPA TTACs and Board of Directors meetings, producing the quarterly District Director's Report publication.

Strategy 10d: Utilize employee recognition programs to highlight exemplary performances that also model the future.

Objective 11: Encourage healthy lifestyles

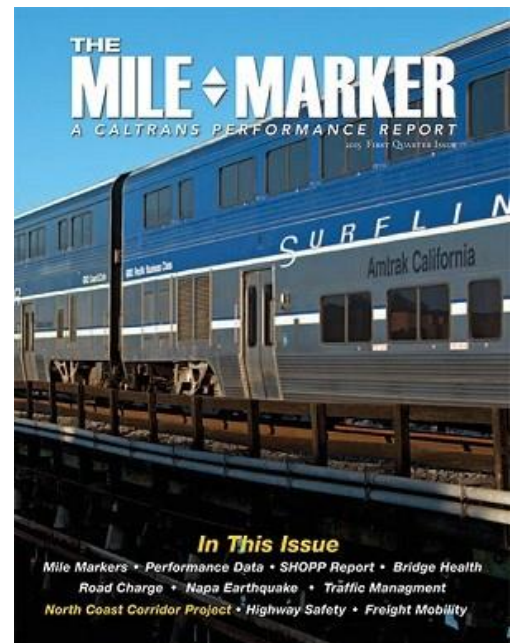


Figure 26: Third edition of Caltrans Mile Marker

Strategy 11a: Provide encouragement for employees to be involved in community supported active living programs and events (e.g., encourage participation in Bike Month activities, offer corporate membership rate at local health clubs.)

District System Management Plan Project List

The DSMP Project List is a dynamic list of projects that are planned or partially programmed and are identified and derived from multiple regional plans within District 5: CSMPs, TCRs, and the ITSP Regional Transportation Plans (RTPs) of the Santa Barbara County Association of Governments (SBCAG) and the San Luis Obispo Council of Government (SLOCOG) and the Metropolitan Transportation Plan (MTP) of the Association of Monterey Bay Area Governments (AMBAG); which includes RTPs from the Transportation Agency for Monterey County (TAMC), San Benito Council of Governments (SBTCOG), and Santa Cruz County Regional Transportation Commission (SCCRTC). The list also includes State Highway Operation and Protection Program (SHOPP), and Intercity Rail projects. The DSMP Project List is updated by the end of June in odd-numbered years.

The Project List contains SHS projects and multimodal projects, including pedestrian and bicycle facilities. The list also includes off-system projects that District 5 strongly supports to emphasize the importance of non-SHS projects to regional and interregional mobility.

The DSMP Project List:

- Provides consistency among Districts, Headquarters (HQ), and partners in the types and categories of candidate improvement projects
- Is a vital communication tool when working and negotiating with our partners, in particular, with regional agencies during RTP development, when seeking local sales tax measure funding, and potential funding for development mitigation projects
- Provides information that may be used in the development of the California Transportation Plan (CTP) and other statewide transportation plans, policies, reports, and documents that may be required by existing and new state and federal laws governing intermodal planning

Projects on the DSMP Project List are categorized into five tiers:

Tier I: Partially programmed projects

Tier II: Fiscally constrained projects that are not programmed

Tier III: Projects that the District will advocate to be included in fiscally constrained project lists (RTP, SHOPP, etc.) during the 20-25 year planning horizon

Tier IV: Projects that have a demonstrated need within the 20-25 year time horizon, have been identified as high priority by the District, and are unlikely to receive funding within the 20-25 year time horizon

Tier V: Other projects identified as needed by the District that are within the 20-25 year time horizon, beyond the 20-25 year time horizon, and/or only conceptual in nature

Project list is located under Appendix A



District 5 System Management Plan (DSMP) 2015 Project List

Santa Barbara County																		
DSMP 2015 ID#	Recommended STIP Cycle	Beginning County, Route, and Postmile	Ending County, Route, and Postmile	Location	Description	Mode	CTC_Category	Tier	Est. Total Cost (\$1000)	Proposed Completion Year	PID Completion Date	Lead Agency	Source Document	Unconst. RTP	Project ID #	PPNO	RTP ID #	Funding Source
1116	NA	SB_1_19.3	SB_1_20.6	In SB County In Lompoc from the JCT RTE 246/1 to Ocean Street and On Rte 246 from Begin RTE 246 (Lompoc City Limits) to Ocean Street	Restore Pavement Surface	Highway	System Preservation	I	\$2,800	2022	N/A	Caltrans	2015 10-yr SHOPP		TBD	TBD	N/A	SHOPP
1117	NA	SB_1_35.0	SB_1_49.0	Just north of Orcutt to just south of the JCT RTE 166/01	Shoulder widening, rumble stripe, guardrail upgrades, CURE concepts	Highway	System Preservation	I	\$16,200	2022	N/A	Caltrans	2015 10-yr SHOPP		TBD	TBD	N/A	SHOPP
1111	2018	SB_101_0.2	SB_101_0.2	From Carpinteria Avenue in the City of Carpinteria to Rincon Beach County Park on the southbound side of U.S. 101 within Caltrans right of way	Construct a multiuse trail from Rincon Park to Carpinteria Avenue (part of the Carpinteria Coastal Vista Trail that provides regional connectivity for Bicycles and Pedestrians	Bicycle	System Management	I	\$6,423	2014	N/A	City of Carpinteria	SBCAG RTP 2013	N	N/A	N/A	C-PL-304	Measure A and Local Funding
1012	2016	SB_101_1.400	SB_101_12.300	US 101 from Carpinteria to Santa Barbara	Add Capacity: add HOV lanes, modify interchange at Hot Springs/Cabrillo and Sheffield	Highway	System Expansion	I	\$477,200	2025	02/26/07	Caltrans	SBCAG RTP 2013, ITSP 2015	N	0500000 225	7101	CT-MA-100	RTIP, ITIP, Measure A, RI
1118	NA	SB_101_1.92	SB_101_12.7	In SB County from the Ventura/Santa Barbara County line to the Milpas UC	Rehabilitate Roadway (3R)	Highway	System Preservation	I	\$31,900	2022	N/A	Caltrans	2015 10-yr SHOPP		TBD	TBD	N/A	SHOPP
1112	2020	SB_101_5.3	SB_101_5.3	Near US 101 from Santa Claus Lane to Carpinteria Avenue Multiuse Trail	Construct a multiuse trail from Santa Claus Lane to Carpinteria Avenue adjacent to the Sandyland Area Salt Marsh (part of the Carpinteria Coastal Vista Trail)	Bicycle	System Management	I	\$5,243	2020	N/A	SBCAG	SBCAG RTP 2013	N	N/A	N/A	C-PL-302	
1113	2020	SB_101_11.427	SB_101_11.427	Near US 101 SB Cabrillo Blvd to Los Patos Drive.	Cabrillo Underpass Improvements. Replacement of the UPRR bridge at Cabrillo Blvd to coastal access for peds and bikes and operations.	Off-System	System Management	I	\$25,000	2021	N/A	City of Santa Barbara	SBCAG RTP 2013	N	N/A	N/A	SB-PL-301	TEA, Measure A, Local
1027	NA	SB_101_22.533	SB_101_22.533	US 101 at Fairview Ave	Fairview Avenue/US 101 Interchange NB Ramp Modifications. Add WB through lane on the NB off-ramp to SB Fairview Avenue. Intersection Control Evaluation. Add additional right turn lane from NB Fairview Avenue at NB 101 on-ramp.	Local	System Management	I	\$3,980	2019	N/A	City of Goleta	SBCAG RTP 2013, US 101 TCR 2014		N/A	N/A	Go-215	General Plan, GTIP/Devel
1119	NA	SB_101_45.5	SB_101_45.5	On Route 101 In Santa Barbara County, Near Gaviota State Park And Just South Of Gaviota Safety Roadside Rest Area	Jack a new culvert at this location. Construct a new headwall and repair scour.	Highway	System Preservation	I	\$4,200	2022	N/A	Caltrans	2015 10-yr SHOPP		TBD	TBD	N/A	SHOPP



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1120	NA	SB_101_R46.2	SB_101_R52.34	In SB County near the Gaviota Beach State Park to the Old Coast Hwy.	Restore Pavement Surface	Highway	System Preservation	I	\$8,200	2022	N/A	Caltrans	2015 10-yr SHOPP		TBD	TBD	N/A	SHOPP
1121	NA	SB_101_66.7	SLO_101_90.0	In SB County from the Gaviota State Park Entrance to 0.20 Miles North of Alisos Canyon Road	Construct contrasting surface treatment beyond gores, vegetation control under guard rails and maintenance vehicle pullouts. From Alisos Canyon Road to the Santa Maria River Bridge	Highway	System Preservation	I	\$3,500	2022	N/A	Caltrans	2015 10-yr SHOPP		TBD	TBD	N/A	SHOPP
1053	NA	SB_101_90.749	SB_101_90.749	US 101 at SR 135	The project will reconstruct SR 135 interchange with US 101 adjacent to the Santa Maria River Bridge to improve safety for merging vehicles and accommodate the six lane widening of US 101.	Highway	System Management	I	\$38,694	2016	10/16/01	City of Santa Maria	SBCAG RTP 2013	N	N/A	N/A	SM-MA-100	RTP/STIP Local Measure
1122	NA	SB_135_11.7	SB_135_17.8	In SB County in and near Santa Maria from Lakeview Rd to JCT RTE 101/135 Sep.	Restore Pavement Surface	Highway	System Preservation	I	\$7,300	2022	N/A	Caltrans	2015 10-yr SHOPP		TBD	TBD	N/A	SHOPP
1123	NA	SB_154_R5.8	SB_154_R6.1	In Santa Barbara County on Route 154 at Baseline Avenue	Intersection Improvements	Highway	System Preservation	I	\$1,000	2022	N/A	Caltrans	2015 10-yr SHOPP		TBD	TBD	N/A	SHOPP
1124	NA	SB_1_19.2	SB_1_22.1	In the City of Lompoc, also includes SB 246 from PM 8.6 to PM 9.6	Reconstruct pedestrian facilities	Highway	System Preservation	I	\$3,000	2022	N/A	Caltrans	2015 10-yr SHOPP		TBD	TBD	N/A	SHOPP
1125	NA	SB_Var_Var	SB_Var_Var	Various locations in SB, SLO, MON and SCR Counties	Countdown pedestrian signal (CPS) heads and accesible pedestrian signal (APS) pedestrian pushbuttons	Highway	System Preservation	I	\$850	2022	N/A	Caltrans	2023 10-yr SHOPP		TBD	TBD	N/A	SHOPP
1126	NA	SCR_Var_Var	SCR_Var_Var	In MON, SCR, SLO and SB Counties within the Coastal Zone along the state highway	Create an Interagency Agreement to form an instrument for future implementation of the California Coastal Trail by the stakeholder agencies.	Highway	System Preservation	I	\$625	2022	N/A	Caltrans	2017 10-yr SHOPP		TBD	TBD	N/A	SHOPP
1004	NA	SB_1_22.068	SB_1_22.068	SR 1 at Central Ave	Central/H St. intersection widening improvements.	Highway	System Management	II	\$1,946	2018	N/A	City of Lompoc	SBCAG RTP 2013	N	N/A	N/A	L-PL-101	City General Plan / City



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1023	NA	SB_101_21.156	SB_101_21.156	US 101 at Patterson Ave	Patterson Avenue/US 101 Interchange NB and SB Ramp Modifications. Widen or replace existing overcrossing and overhead to accommodate additional turn lanes and Class II bike lanes. Additional left turn onto SB ramp, additional right turn onto SB ramp, additional right turn onto the NB ramp. Intersection Control Evaluation.	Local	System Management	II	\$6,800	2018	N/A	City of Goleta	SBCAG RTP 2013		N/A	N/A	Go-205	GTIP/ Developer impact fe
1032	NA	SB_101_23.128	SB_101_23.128	US 101 at La Patera Ln	Goleta Old Town Calle Real. Construct new pedestrian overcrossing .	Pedestrian	System Management	II	\$36,000	2025	Not Complete	City of Goleta	US 101 TCR 2014	N	N/A	N/A	Go-306	RTP/STIP, Regional Measure A, Local
1116	NA	SB_101_25.4	SB_101_26.000	US 101 between Storke Rd and Hollister Ave	Construct new overcrossing	Highway	System Management	II	\$35,129	2025	Not Complete	SBCAG	SBCAG RTP 2013	N	5E+08	2310	Go-MA-200	General Plan, Measure A/ STIP/RTIP, Measure A, Developer Impact Fees
1039	Future	SB_101_46.360	SB_101_46.360	US 101 at Gaviota State Park	Identify and construct alternative access road into Hollister Ranch and Gaviota State Park.	Off-System	System Management	II	\$10,000	2016	N/A	Caltrans	SBCAG RTP 2013	N	N/A	N/A	Var-PL-203	Interagency Agreement with Caltrans, Estuary Habitat Restoration Program & Open Rivers Initiative (NOAA), Coastal Wetlands Conservation & National Fish Passage Program
1065	NA	SB_166_0.00	SB_166_4.817	SR 166 intersections at SR 1 and Black Rd	Reduce accident potential. Safety improvements such as turn/acceleration lanes.	Highway	System Management	II	\$3,134	2015	N/A	SBCAG	SBCAG RTP 2013, US 101 TCR 2014	Y	N/A	N/A	SBCAG-MA-100	STIP, Measure A
1075	Future	SB_246_R16.190	SB_246_R20.179	SR 246 from east of Hapgood Rd to Drum Canyon Rd	East and west bound passing lanes from east of Big Ranch Road to west of Drum Canyon Road, channelization at Drum Canyon and Mail Road, and bridge widening at Santa Rita Creek.	Highway	System Management	II	\$55,126	2032	N/A	Caltrans	SBCAG RTP 2013	Y	N/A	N/A	CT-MA-104	STIP, Measure A
1077	NA	SB_246_25.277	SB_246_25.655	SR 246 at Sycamore Dr and La Lata Dr	Intersection Control Evaluation	Highway	System Management	II	\$873	2020	N/A	City of Buellton	SBCAG RTP 2013, SR 246 TCR 2003	Y	N/A	N/A	B-PL-100	Measure A, Local
1078	NA	SB_246_26.066	SB_246_26.066	SR 246 along Avenue of Flags in Buellton	Construction of Regional Bicycle Facilities Linkage along SR 246 and Avenue of Flags.	Bicycle	System Management	II	\$118	2015 (ongoing)	N/A	City of Buellton	SBCAG RTP 2013, SR 246 TCR 2003	Y	N/A	N/A	B-PL-301	Grants, Measure A, Local



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1082	NA	SB_246_Var	SB_246_Var	SR 246 Various Locations in Buellton	Pedestrian access improvements along SR 246 to close gaps and provide upgrades to ADA access.	Bicycle	System Management	II	\$418	2021 (ongoing)	N/A	City of Buellton	SBCAG RTP 2013, 2003 SR 246 TCR	N	N/A	N/A	8-PL-300	Grants, Measure A, Local, TEA
1115		SB_101_10.023	SB_101_10.023	US 101 at San Ysidro Road	Interchange operational improvements	Highway	System Management	III	\$50,000	2035	N/A	Caltrans	SBCAG RTP 2013	Y	N/A	N/A	SBC-IL-100	
1114		SB_101_10.536	SB_101_10.536	US 101 at Olive Mill Road	Interchange operational improvements	Highway	System Management	III	\$3,564	2035	N/A	Caltrans	SBCAG RTP 2013	Y	N/A	N/A	SB-PL-200	
1015		SB_101_R14.964	SB_101_R14.964	US 101 at Anapamu St	Replace pedestrian overcrossing, reactive aggregate, ADA compliance, non-standard vertical clearance.	Pedestrian	System Management	III	\$15,000	2035	Not Complete	Caltrans	SBCAG RTP 2013	Y	N/A	8500	CT-IL-300	N/A
1016		SB_101_R15.400	SB_101_R15.650	US 101 NB from Arrellega St on-ramp to Mission St off-ramp	Add NB aux lane	Highway	System Management	III	\$300	2035	N/A	Caltrans	US 101 CSMP 2010		N/A	N/A		N/A
1024		SB_101_21.156	SB_101_21.156	US 101 in Goleta	Ramp meter southbound on US 101 in Goleta	Highway	System Management	III	\$1,000	2017	N/A	Caltrans	SBCAG RTP 2013	N	N/A	N/A	CT-PL-104	N/A
1025		SB_101_21.414	SB_101_21.414	US 101 at SR 217	Ramp meter SR 217 to US 101 southbound	Highway	System Management	III	\$1,000	2017	N/A	Caltrans	SBCAG RTP 2013, US 101 TCR 2014	N	N/A	N/A	CT-PL-103	Local
1031		SB_101_24.762	SB_101_24.762	US 101 at Storke/Glen Annie Rd	Operational Improvements northbound on US 101 at Glen Annie Rd. off ramp	Highway	System Management	III	\$5,000	2017	N/A	Caltrans	SBCAG RTP 2013, US 101 TCR 2014	N	N/A	N/A	CT-PL-106	SHOPP & Local
1110		SB_101_R36.619	SB_101_78.7	US 101 form Refugio to Santa Maria City Limit	Refugio State Park to Santa Maria - Upgrade from 4-Lane Expressway to 4-Lane Freeway	Highway	System Management	III	\$1,768	Unknown	N/A	Caltrans	ITSP 2015		N/A	N/A		ITIP



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1037		SB_101_39.400	SB_101_40.100	US 101 at Arroyo Quemado Canyon Bridge	Lane realignment on US 101 at Arroyo Quemado Canyon bridge, south of Gaviota pass	Highway	System Management	III	\$10,000	2035	04/22/99	Caltrans	SBCAG RTP 2013, US 101 TCR 2014	Y	N/A	N/A	CT-IL-107	N/A
1038	NA	SB_101_46.000	SB_101_46.000	US 101 at Gaviota Rest Stop	Relocate and expand roadside rest area	Highway	System Management	III	\$20,800	2020	Not Complete	Caltrans	SBCAG RTP 2013, US 101 TCR 2014	N	N/A	4973	CT-PL-100	SHOPP
1055		SB_101_Var	SB_101_Var	US 101 at various interchanges	New ramp metering and ITS elements	Highway	System Management	III	\$10,000	2035	N/A	Caltrans	SBCAG RTP 2013, US 101 TCR 2014	Y	N/A	N/A	CT-IL-500	N/A
1071		SB_246_10.010	SB_246_10.096	SR 246 at the Santa Ynez River Bridge in Lompoc	The project will improve access to Lompoc across the Santa Ynez River by providing a bridge raised above flood level with wider shoulders that can safely accommodate vehicles, bicycles and pedestrians.	Highway	System Management	III	\$56,624	2037	N/A	City of Lompoc	SBCAG RTP 2013, SR 246 TCR 2003	N	N/A	N/A	L-MA-100	Measure A
1001		SB_1_R0.143	SB_1_18.817	SR 1 from US 101 (Las Cruces) to SR 246	Construct spot widening & curve realignment; replace bridges.	Highway	System Management	IV	\$8,325	2035	N/A	Caltrans	SBCAG RTP 2013, 2006 SR 1 TCR	Y	N/A	N/A	CT-IL-108	N/A
1008		SB_1_50.489	SLO_1_0.110	SR 1 at Santa Maria River Bridge	Widen SR 1 over Santa Maria River	Highway	System Management	IV	\$10,000	2035	N/A	Caltrans	SBCAG RTP 2013, SR 1 TCR 2006	Y	N/A	N/A	CT-IL-100	N/A
1017		SB_101_R15.733	SB_101_21.156	US 101 from Patterson Ave. to City of Santa Barbara at Mission St.	Construct Class I Bike Path near Railroad corridor along US 101 Right-of-Way, from Patterson Ave. to City of Santa Barbara at Mission St.	Bicycle	System Management	IV	\$5,000	2035	N/A	County of Santa Barbara	SBCAG RTP 2013	Y	N/A	N/A	SBC-IL-300	
1019		SB_101_R15.900	SB_101_16.32	US 101 between Los Positas and Mission on/off ramp	Cottage Hospital-new Las Positas NB on/off ramp, widening of Las Positas SB off ramp and interstion improvements	Highway	System Management	IV	\$18,895	Unknown	Not Complete	City of Santa Barbara	SBCAG RTP 2013	N	5E+08	2309	SB-PL-100	Local
1029		SB_101_22.533	SB_101_24.762	US 101 from Fairview Ave to Storke/Glen Annie Rd	US 101 auxiliary lanes from Fairview Ave to Storke Rd. and from Los Carneros to Fairview	Highway	System Management	IV	\$5,000	2035	N/A	Caltrans	SBCAG RTP 2013, US 101 TCR 2014, US 101 CSMP 2010	Y	N/A	N/A	CT-IL-105	N/A



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1030		SB_101_22.533	SB_101_24.762	US 101 from Fairview Ave to Storke/ Glenn Annie RD	Extend third northbound lane on US 101 from Fairview to Glen Annie Rd.	Highway	System Expansion	IV	\$10,000	2025	N/A	Caltrans	SBCAG RTP 2013, US 101 TCR 2014	N	N/A	N/A	CT-PL-105	STIP
1048		SB_101_82.183	SB_101_84.336	US 101 from Clark Ave to Santa Maria Way	Widen US 101 from Clark Ave to Santa Maria Way	Highway	System Expansion	IV	\$7,000	2035	N/A	SBCAG	SBCAG RTP 2013, US 101 TCR 2014	Y	N/A	N/A	CT-IL-101	N/A
1050		SB_101_85.600	SB_101_85.600	SR 101 at McCoy Interchange	The project will connect McCoy Lane to Highway 101 through a new interchange including northbound and southbound on and off ramps to provide Santa Maria residents and businesses with improved access to the highway.	Highway	System Management	IV	\$24,612	2021	08/08/06	City of Santa Maria	SBCAG RTP 2013, US 101 TCR 2014	Y	050000078	3100	SM-MA-102	RTP, RIP, Regional Measure
1051		SB_101_86.588	SB_101_86.588	US 101 at Betteravia Rd	The project will improve the operations of intersections at Betteravia Road and Highway 101 by constructing a northbound loop on ramp in the south east interchange quadrant.	Highway	System Management	IV	\$7,617	2015	N/A	City of Santa Maria	SBCAG RTP 2013, US 101 TCR 2014	Y	N/A	N/A	SM-MA-101	RTP/STIP Local Measure
1063		SB_166_0.000	SB_166_6.870	SR 166 from Guadalupe to Santa Maria	On Route 166 - Guadalupe to Santa Maria City Limits - Widen to 4 lanes	Highway	System Expansion	IV	\$50,000	2035	06/26/01	SBCAG	SBCAG RTP 2013, SR 166 TCR 2001	Y	N/A	0620	CT-IL-106	RIP, Local
1081		SB_246_30.280	SB_246_30.280	SR 246 at Alamo Pintado Rd in Solvang	Widen highway, improve intersection, install roundabout or signals, and widen Alamo Pintado Bridge including bicycle/pedestrian improvements across Alamo Pintado Creek to extend existing bikeway along SR 246 from Santa Ynez to Solvang.	Highway	System Management	IV	\$21,627	2035	N/A	City of Solvang	SBCAG RTP 2013, SR 246 TCR 2004	Y	N/A	N/A	Sol-IL-100	N/A
1109		SB_1_22.519	SB_1_22.519	SR 1 /H St at Allan Hancock Bikeway	Provide highway crossing for bicyclists and pedestrians that is separated from vehicle traffic and connected to each side of SR 1/ H St and to the southern end of the Allan Hancock Bikeway (existing class 1 bike path).	Office_System	System Management	V	\$1,700	2035	N/A	Lompoc	SBCAG RTP 2013	Y	N/A	N/A	L-IL-301	
1106		SB_1_R23.296	SB_1_12.27	SR 1 to SR 246 (La Purisima Rd. Improvements)	Widen La Purisima Rd to include standard lane widths, shoulders and class II bike lanes.	Off-System	System Management	V	\$5,646	2035	N/A	County of Santa Barbara	SBCAG RTP 2013	N	N/A	N/A	SBC-PL-100	Measure A, Local



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1007		SB_1_R35.530	SB_1_49.199	SR 1 from Clark Ave to SR 166	Widen SR 1 from Clark Ave to SR 1/166 Junction (Widen travel lanes and shoulders to standard widths)	Highway	System Management	V	\$51,000	2035	N/A	Caltrans	SBCAG RTP 2013, SR 1 TCR 2006	Y	N/A	N/A	CT-IL-102 & Gu-IL-100	N/A
1107		SB_101_1.621	SB_101_1.621	US 101/Bailard Road Interchange Improvements	Roadway capacity improvements	Off-System	System Management	V	\$15,000	2035	N/A	City of Carpinteria	SBCAG RTP 2013	Y	N/A	N/A	C-IL-201	
1018		SB_101_R15.9	SB_101_16.32	US 101 SB from Las Positas Rd on-ramp to Mission St off-ramp	Add SB aux lane	Highway	System Management	V	\$550	2035	N/A	Caltrans	US 101 CSMP 2010		N/A	N/A		N/A
1021		SB_101_16.710	SB_101_17.410	US 101 NB from Las Positas Rd on-ramp to Hope Ave off-ramp	Add NB aux lane	Highway	System Management	V	\$930	2035	N/A	Caltrans	US 101 CSMP 2010		N/A	N/A		N/A
1022		SB_101_16.720	SB_101_17.640	US 101 SB from La Cumbre Rd on-ramp to Las Positas Rd off-ramp	Add SB aux lane	Highway	System Management	V	\$1,400	2035	N/A	Caltrans	US 101 CSMP 2010		N/A	N/A		N/A
1035		SB_101_26.907	SB_101_R48.847	US 101 from Hollister Ave to SR 1	Freeway conversion	Highway	System Management	V	\$100,000	2035	N/A	Caltrans	2012 ITSP, US 101 TCR 2014		N/A	N/A		N/A
1105	NA	SB_101_40	SB_101_45.39	US 101 from Canada De La Pila to the Gaviota Store	Roadside Safety Improvements in Santa Barbara and Goleta	Highway	System Management	V	\$3,329	2015	Not Complete	Caltrans	SHOPP, SBCAG RTP 2013	N	N/A	4973	CT-PL-102	SHOPP
1041		SB_101_R48.847	SB_101_82.183	US 101 from SR 1 to Clark Avenue	Freeway conversion	Highway	System Management	V	\$150,000	2035	N/A	Caltrans	ISTP 2012, US 101 TCR 2014		N/A	N/A		N/A
1057		SB_154_R0.000	SB_154_R8.110	SR 154 from US 101 in Los Olivos to SR 246	Add channelization, widen shoulder to 8'	Highway	System Management	V	\$15,000	2035	N/A	TBD	SR 154 TCR 2011		N/A	N/A		N/A



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1108		SB_246_9.546	SB_246_26.268	SR 246 from the City of Lompoc to Central Ave	Improve SR 246 connection to Lompoc, provide year-round flood-proof access over Santa Ynez River.	Highway	System Management	V	\$27,000	2035	N/A	Caltrans	SBCAG RTP 2013	Y	N/A	N/A	L-IL-100	
1072		SB_246_10.010	SB_246_R23.066	SR 246 from east of Lompoc to west of Buellton	Widen SR 246 between Buellton and Lompoc from 2/3 lanes to 4 lanes	Highway	System Expansion	V	\$70,000	2035	N/A	Caltrans	SBCAG RTP 2013	N	N/A	N/A	CT-IL-103	N/A
1076		SB_246_R25.275	SB_246_R25.275	SR 246 at Sycamore Dr in Buellton	Median and/or choker improvements to provide pedestrian crossing safety.	Highway	System Management	V	\$344	2014	N/A	City of Buellton	SBCAG RTP 2013, 2003 SR 246 TCR	Y	N/A	N/A	B-PL-102	Measure A, Grants
1080		SB_246_28.612	SB_246_29.024	SR 246 from Buell Flat Rd to Nykobing St	Add continuous left-turn lane	Highway	System Management	V	\$1,600	2035	N/A	N/A	SR 246 TCR 2004		N/A	N/A		N/A



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2154	NA	SLO_1_0.0	SLO_1_0.0	In San Luis Obispo County near the City of Guadalupe at the Santa Maria River Bridge (#49-0042)	Rehabilitate bridge deck and replace rail	Highway	System Preservation	I	\$8,890	2022	N/A	Caltrans	2015 10-yr SHOPP		TBD	TBD	N/A	SHOPP
2155	NA	SLO_1_10.0	SLO_1_16.8	In SLO county in and near Pismo Beach from Gracia Way to South JCT RTE. 101/1 Sep.	Restore Pavement Surface	Highway	System Preservation	I	\$3,900	2022	N/A	Caltrans	2015 10-yr SHOPP		TBD	TBD	N/A	SHOPP
2011	NA	SLO_1_16.900	SLO_1_16.900	SR 1 at Olive St	Extend SB right turn pocket	Highway	System Management	I	\$1,500	2018	03/24/08	City of San Luis Obispo	SLOCOG RTP 2015, US 101 Corridor Mobility Master Plan	N	N/A	2393	CEN-HWY-1002	N/A
2016	NA	SLO_1_30.270	SLO_1_30.270	SR 1 at SR 41	Intersection Control Evaluation	Highway	System Management	I	\$3,000	2035	06/05/01	City of Morro Bay	SLOCOG RTP 2015, SR 1 TCR 2006	N	N/A	1105	CST-HWY-1001	N/A
2047	2016	SLO_46_54.1	SLO_46_57.8	SR 46 Corridor Improvements (Wye)	Widen to 4 Lanes, expressway conversion, construct interchange	Highway	System Expansion	I	\$75,400	2018	04/16/99	Caltrans	ITSP 2012, SLOCOG RTP 2015	N	0500000 864	0226K	EST-MHWY-1002	ITIP, RIP
2068	Future	SLO_101_13.747	SLO_101_14.613	US 101 from Halcyon Rd to Oak Park Blvd	Construct new SB climbing lane	Highway	System Management	I	\$18,727	2018	01/01/08	Caltrans	US 101 TCR 2014		0500000 079	3700		RTIP
2156	NA	SLO_101_30.5	SLO_101_59.8	On Route 101 in SLO County between the San Luis Obispo Northern City Limit and N Spring Street in Paso Robles	Construct Transportation Management System	Highway	System Preservation	I	\$1,000	2022	Not Complete	Caltrans	2015 10-yr SHOPP		N/A	4022	N/A	SHOPP
2157	NA	SLO_101_51.5	SLO_101_58.7	From Las Tablas Road in Templeton to the North Paso Robles OH (North Spring Street)	Construct inside and outside shoulder rumble strip	Highway	System Preservation	I	\$800	2022	N/A	Caltrans	2015 10-yr SHOPP		TBD	TBD	N/A	SHOPP
2107	NA	SLO_101_54.116	SLO_101_54.116	US 101 at SR 46 West	Modify interchange, EB and WB roundabouts (Phase 3)	Highway	System Management	I	\$55,000	2018	01/01/01	City of Paso Robles	SLOCOG RTP 2015, US 101 TCR 2014, US 101 Corridor Mobility Master Plan		0500000 545	2559	NTH-MHWY-1019	N/A



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2158	NA	SLO_Var_Var	SLO_Var_Var	In MON, SBT, SLO and SCR counties on various routes and at various locations	Establish or support the establishment of a mitigation bank or an in lieu fee program or other mechanism to mitigate future impacts to Federally and State listed Salamander habitat	Highway	System Preservation	I	\$1,000	2022	N/A	Caltrans	2018 10-yr SHOPP		TBD	TBD	N/A	SHOPP
2159	NA	SLO_Var_Var	SLO_Var_Var	Various locations in SB, SLO, MON and SCR Counties	Countdown pedestrian signal (CPS) heads and accessible pedestrian signal (APS) pedestrian pushbuttons	Highway	System Preservation	I	\$850	2022	N/A	Caltrans	2022 10-yr SHOPP		TBD	TBD	N/A	SHOPP
2160	NA	SLO_Var_Var	SLO_Var_Var	In MON, SCR, SLO and SB Counties within the Coastal Zone along the state highway	Create an Interagency Agreement to form an instrument for future implementation of the California Coastal Trail by the stakeholder agencies.	Highway	System Preservation	I	\$625	2022	N/A	Caltrans	2017 10-yr SHOPP		TBD	TBD	N/A	SHOPP
2001	Future	SLO_1_0.000	SLO_1_5.070	SR 1 from Guadalupe to Nipomo	Widen SR 1 to 8-ft. shoulders	Highway	System Management	II	\$2,275	2035	N/A	SLO County	SLOCOG RTP 2015	Y	N/A	N/A	STH-HWY-1002	N/A
2012	NA	SLO_1_17.341	SLO_1_17.341	SR 1 at Foothill Blvd	Add capacity and/or operational improvements	Highway	System Management	II	\$7,000	2035	N/A	SLOCOG	SLOCOG RTP 2015, SR 1 TCR 2006	Y	N/A	N/A	CEN-HWY-1003	N/A
2037	NA	SLO_46_31.800	SLO_46_31.800	SR 46 at Union Rd in Paso Robles	Construct new overcrossing	Highway	System Management	II	\$25,000	2035	Not Complete	City of Paso Robles	SLOCOG RTP 2015, SR 46 CSMP 2009	N	0512000070	N/A	NTH-MHWY-1003	N/A
2038	NA	SLO_46_31.800	SLO_46_31.800	Union Rd Extension at SR 46 to Airport Rd	Construct connection to Airport Rd, new bridge Huer Huero Creek	Off-System	System Management	II	\$17,540	2035	N/A	City of Paso Robles	SLOCOG RTP 2015, SR 46 CSMP 2009		N/A	N/A	NTH-RORS-1003	Local
2127	2020	SLO_101_8.988	SLO_101_8.988	US 101 / SR 166 I/C operational improvements: SB/NB ramps and intersection of SR 166/Thompson Ave.	Intersection Improvement	Highway	System Management	II	\$8,939	Unknown	N/A	SLO County	SLOCOG RTP 2015, US 101 Corridor Mobility Master Plan	N	N/A	N/A	STH-MHWY-1401	N/A
2129	2020	SLO_101_15.045	SLO_101_21.36	US 101 from SB Avila Beach Dr. to N. 4th St.	Transportation System Management and Operations active shoulder and ramp improvement	Highway	System Management	II	\$60,000	Unknown	N/A	Caltrans	US 101 Corridor Mobility Master Plan	N	N/A	N/A	STH-MHWY-1405	N/A



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2141	2016	SLO_101_R20.85	SLO_101_20.85	US 101 at Avila Beach Dr.	Intersection Improvement for US 101 SB ramps at Avila Beach Dr. at Shell Beach Rd.	Highway	System Management	II	\$5,000	Unknown	Not Complete	SLO County	US 101 Corridor Mobility Master Plan	N	0512000231	N/A	CEN-MHWY-1401	N/A
2073	2018	SLO_101_26.730	SLO_101_27.400	US 101 from Prado Rd to Madonna Road	Construct new NB aux lane	Highway	System Management	II	\$58,000	2018	07/28/05	City of San Luis Obispo	SLOCOG RTP 2015, US 101 TCR 2014, US 101 Corridor Mobility Master Plan	N	N/A	2080	CEN-MHWY-1402	N/A
2145	NA	SLO_101_41.803	SLO_101_49.3	Atascadero to Templeton	Construct bikeway (Templeton to Atascadero Connector)	Bike	System Expansion	II	\$4,500	2018	N/A	SLOCOG	SLOCOG RTP 2015	Y	N/A	N/A	NTH-AT1-1001	N/A
2090	Future	SLO_101_45.957	SLO_101_46.867	US 101 from Traffic Way to San Anselmo Rd	Lengthen San Anselmo Rd SB on-ramp	Highway	System Management	II	\$1,000	2035	N/A	SLOCOG	SLOCOG RTP 2015, US 101 TCR 2014, US 101 Corridor Mobility Master Plan	Y	N/A	N/A	NTH-MHWY-1007	N/A
2092	2018	SLO_101_46.200	SLO_101_46.200	US 101 at Rosario Ave	Close NB on-ramp	Highway	System Management	II	\$3,000	2017	N/A	SLOCOG	US 101 TCR 2014, SLOCOG RTP 2015	N	N/A	N/A	NTH-MHWY-1015	N/A
2096	Future	SLO_101_48.331	SLO_101_49.319	US 101 between Del Rio Rd and San Ramon Rd	lengthen San Ramon Rd Lengthen acceleration lane	Highway	System Management	II	\$2,500	2035	N/A	SLOCOG	SLOCOG RTP 2015, US 101 TCR 2014, US 101 Corridor Mobility Master Plan	Y	N/A	N/A	NTH-MHWY-1008	N/A
2098	NA	SLO_101_49.319	SLO_101_50.644	US 101 between San Ramon Rd and Vineyard Dr	New connection with ped/bike facility	Off-System	System Management	II	\$15,000	2035	Not Complete	SLOCOG	SLOCOG RTP 2015, US 101 TCR 2014, US 101 Corridor Mobility Master Plan	Y	0500000222	1843	NTH-MHWY-1009	N/A
2099	Future	SLO_101_49.319	SLO_101_52.440	US 101 at San Ramon Rd and Main St Interchange	Lengthen the 4 off-ramps (deceleration lanes)	Highway	System Management	II	\$4,000	2035	N/A	SLOCOG	SLOCOG RTP 2015, US 101 TCR 2014	Y	N/A	N/A	NTH-MHWY-1011	N/A
2100	Future	SLO_101_50.644	SLO_101_51.447	US 101 at Las Tablas (NB and SB), Vineyard (NB)	Lengthen 3 on-ramps (acceleration lanes)	Highway	System Management	II	\$6,000	2035	N/A	SLOCOG	SLOCOG RTP 2015, US 101 TCR 2014	Y	N/A	N/A	NTH-MHWY-1012	N/A



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2108	Future	SLO_101_55.288	SLO_101_56.060	US 101 at Spring, 46 East, and Pine interchanges	Lengthen 3 accel/decel lanes	Highway	System Management	II	\$3,000	2035	N/A	SLOCOG	SLOCOG RTP 2015, US 101 TCR 2014	Y	N/A	N/A	NTH-MHWY-1010	N/A
2133		SLO_1_5.07	SLO_1_R7.01	SR 1 from Willow Rd to Callender Rd	Intersection Control Evaluation-add turn lanes and shoulders.	Highway	System Management	III	\$5,680	Unknown	N/A	SLO County	SLOCOG RTP 2015		N/A	N/A	STH-HWY-1004& STH-HWY-1003	N/A
2143		SLO_1_32.611	SLO_1_32.611	SR 1 at Toro Creek Bridge	Modify bridge, widen shoulders	Bike	System Management	III	\$4,740	Unknown	N/A	Caltrans	SLOCOG RTP 2015	Y	N/A	N/A	CST-NMOT-030	N/A
2147		SLO_1_	SLO_1_	From N. Morro Bay to S. Cayucos near Route 1	Construct Class I bike path	Bicycle	System Expansion	III	\$1,830	Unknown	N/A	SLO County	SLOCOG RTP 2015	Y	N/A	N/A	CST-AT1-1004	N/A
2149		SLO_1_	SLO_1_	From SR 1 to eastern city limits	Construct Class I bike path along Pismo Creek	Bicycle	System Expansion	III	\$2,600	Unknown	N/A	City of Pismo Beach	SLOCOG RTP 2015	Y	N/A	N/A	STH-AT1-1004	N/A
2151		SLO_1_	SLO_1_	Between north and south city limits	Add bike and pedestrian facilities along SR 1	Bicycle	System Expansion	III	\$1,000	Unknown	N/A	City of Grover Beach	SLOCOG RTP 2015	Y	N/A	N/A	STH-AT3-1405	N/A
2048		SLO_46_55.106	SLO_46_60.894	SR 46E at SR 41 JCT to Kern County (Antelope Grade)	Convert 2-lane highway to 4-lane expressway: east of Wye	Highway	System Expansion	III	\$52,500	Unknown	06/06/00	Caltrans	SLOCOG RTP 2015, ITSP 2012,	N	N/A	0650	EST-MHWY-1003	N/A
2049		SLO_46_56.320	SLO_46_57.800	SR 46 at Antelope Grade	Construct new climbing lane	Highway	System Management	III	\$7,025	Unknown	N/A	SLOCOG	SLOCOG RTP 2015, ITSP 2012,	N	N/A	N/A	EST-MHWY-1004	N/A
2056		SLO_101_4.820	SLO_101_4.820	US 101 at Tefft St	Modify interchange	Highway	System Management	III	\$6,000	2035	07/02/05	SLO County	SLOCOG RTP 2015, US 101 TCR 2014	Y	N/A	0714	STH-MHWY-1001	Local



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2059		SLO_101_7.851	SLO_101_13.017	US 101 from Thompson/Los Berros Rd to Fair Oaks Ave	Freeway Conversion	Highway	System Management	III	\$50,000	Unknown	N/A	Caltrans	SLOCOG RTP 2015, US 101 CSMP 2012, US 101 TCR 2014	Y	N/A	N/A	5TH-MHWY-1003	N/A
2061		SLO_101_11.830	SLO_101_11.830	US 101 at El Campo Rd	Construct new interchange, access management	Highway	System Management	III	\$21,200	Unknown	01/01/03	N/A	ITSP 2012		N/A	3600		N/A
2069		SLO_101_16.616	SLO_101_16.616	US 101 at Hinds/Price Canyon Rd (Price St extension)	Modify interchange	Highway	System Management	III	\$45,290	Unknown	N/A	City of Pismo Beach	SLOCOG RTP 2015		N/A	N/A	5TH-MHWY-1005	N/A
2071		SLO_101_R22.289	SLO_101_R22.289	US 101 at San Luis Bay Dr Interchange	Intersection Control Evaluation	Highway	System Management	III	\$3,000	Unknown	N/A	SLO County	SLOCOG RTP 2015, US 101 TCR 2014	Y	N/A	N/A	CEN-MHWY-1001	N/A
2074		SLO_101_27.960	SLO_101_28.790	US 101 from Marsh St to Broad St	Construct auxiliary lanes NB and SB (with bike/ped connection)	Highway	System Management	III	\$8,000	Unknown	N/A	SLOCOG	SLOCOG RTP 2015, US 101 TCR 2014, US 101 Corridor Mobility Master Plan	Y	N/A	N/A	CEN-MHWY-1003	N/A
2136		SLO_101_30.1	SLO_101_37.863	US 101 from Monterey St to SR 58	Expressway conversion, modify intersection and interchanges and construct frontage road.	Highway	System Expansion	III	\$21,000	Unknown	N/A	Caltrans	US 101 Corridor Mobility Master Plan	N	N/A	N/A	NTH-MHWY-1401	N/A
2154		SLO_101_35.200	SLO_101_35.200	US 101 at Cuesta Grade Summit	Construct northbound bike access	Bicycle	System Expansion	III	\$3,000	Unknown	N/A	SLOCOG	SLOCOG RTP 2015	N	N/A	N/A	NTH-AT3-1012	N/A
2146		SLO_101_	SLO_101_	Avila Beach to City of San Luis Obispo at the Octagon barn vicinity	Construct multi-use bike/ped trail (Bob Jones Pathway Phase 1 = North Segment)	Bicycle	System Management	III	\$5,000	Unknown	N/A	Local Agency	Interrregional Bike Need List	Y	N/A	N/A	CEN-AT1-1001	N/A
2148		SLO_101_	SLO_101_	Between San Ramon and Vineyard	Construct Class I bike/ped path	Bicycle	System Expansion	III	\$4,500	Unknown	N/A	SLO County	SLOCOG RTP 2015	Y	N/A	N/A	NTH-AT1-1001	N/A



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2150		SLO_101_	SLO_101_	At US 101 and Pismo creek	Construct ADA accessible pedestrian and bike crossing at US 101	Bicycle	System Expansion	III	\$2,000	Unknown	N/A	City of Pismo Beach	SLOCOG RTP 2015	Y	N/A	N/A	STH-AT1-1005	N/A
2152		SLO_101_	SLO_101_	Chorro Valley between SLO to Morro Bay	Multi-use path through Chorro Valley connecting San Luis Obispo to Morro Bay	Bicycle	System Expansion	III	\$14,300	Unknown	N/A	SLO County	SLOCOG RTP 2015	Y	N/A	N/A	REG-AT1-1401	N/A
2153		SLO_101_	SLO_101_	between Santa Margarita and San Miguel	Construct 25-mile bike/trail segment parallel to Salinas River	Bicycle	System Expansion	III	\$25,000	Unknown	N/A	SLOCOG	SLOCOG RTP 2015	Y	N/A	N/A	REG-AT1-1002	N/A
2115		SLO_101_	SLO_101_	Spring St. to Monterey Rd. frontage road connection	Extend frontage road n/o Paso Robles	Highway	System Management	III	\$6,000	Unknown	N/A	SLOCOG	SLOCOG RTP 2015, US 101 Corridor Mobility Master Plan	Y	N/A	N/A	NTH-MHWY-1031	N/A
2128		SLO_1_16.900	SLO_1_16.900	SR 1 at Olive St.	Widen SR 1 north of bridge to create separate right turn-lane and bike slot in NB direction	Highway	System Management	IV	\$4,000	Unknown	N/A	City of San Luis Obispo	SLOCOG RTP 2015, US 101 Corridor Mobility Master Plan	N	N/A	N/A	CEN-HWY-1001	N/A
2138		SLO_1_50.67	SLO_1_50.67	SR 1 at Windsor Blvd	Intersection Control Evaluation	Off-System	System Management	IV	\$2,350	Unknown	N/A	SLO County	SLOCOG RTP 2015		N/A	N/A	CST-RORS-1402	N/A
2044		SLO_46_45.480	SLO_46_45.480	SR 46 at SR 41/McMillan Canyon Rd	Construct new interchange	Highway	System Management	IV	\$28,000	Unknown	N/A	SLO County	SLOCOG RTP 2015	Y	N/A	N/A	NTH-MHWY-1004	N/A
2058		SLO_101_7.851	SLO_101_7.851	US 101 at Thompson/Los Berros Rd Interchange ramp nodes	Intersection Control Evaluation	Highway	System Management	IV	\$35,000	2035	N/A	SLO County	SLOCOG RTP 2015, US 101 TCR 2014	Y	N/A	N/A	STH-MHWY-1002	N/A
2140		SLO_101_28.69	SLO_101_28.790	US 101 at the Santa Rosa Interchange	Close SB and NB ramps at US 101 / Santa Rosa St. I/C including Broad St.	Highway	System Management	IV	\$42,400	Unknown	N/A	City of San Luis Obispo	SLOCOG RTP 2015, US 101 TCR 2014, US 101 Corridor Mobility Master Plan	Y	N/A	N/A	CEN-MHWY-1403	N/A



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2086		SLO_101_44.008	SLO_101_44.008	US 101 / Santa Rosa Rd. I/C improvements	Construct improvements to NB and SB ramps	Highway	System Management	IV	\$3,000	Unknown	N/A	City of Atascadero	SLOCOG RTP 2015, US 101 TCR 2014, US 101 Corridor Mobility Master Plan	Y	N/A	N/A	NTH-MHWY-1016	N/A
2087		SLO_101_44.841	SLO_101_44.841	US 101 / Curbaril Ave. I/C Improvements	Improve operations at interchange	Highway	System Management	IV	\$4,000	Unknown	N/A	City of Atascadero	SLOCOG RTP 2015, US 101 TCR 2014	Y	N/A	N/A	NTH-MHWY-1017	N/A
2093		SLO_101_46.867	SLO_101_46.867	US 101 / San Anselmo Rd. I/C improvements and US 101 / Rosario Ave. I/C	Intersection Control Evaluation	Highway	System Management	IV	\$3,000	Unknown	N/A	City of Atascadero	SLOCOG RTP 2015, US 101 TCR 2014, US 101 Corridor Mobility Master Plan	N	N/A	N/A	NTH-MHWY-1015	N/A
2101		SLO_101_50.644	SLO_101_51.447	US 101 NB from Vineyard Dr to Las Tablas Rd	Construct new NB aux lane	Highway	System Management	IV	\$4,000	Unknown	N/A	SLOCOG	SLOCOG RTP 2015, US 101 TCR 2014	Y	N/A	N/A	NTH-MHWY-1025	N/A
2101		SLO_101_50.644	SLO_101_51.447	US 101 NB from Vineyard Dr to Las Tablas Rd	Construct new NB aux lane	Highway	System Management	IV	\$4,000	Unknown	N/A	SLOCOG	SLOCOG RTP 2015, US 101 TCR 2014	Y	N/A	N/A	NTH-MHWY-1025	N/A
2102		SLO_101_50.644	SLO_101_51.447	US 101 SB from Vineyard Dr to Las Tablas Rd	Construct new SB aux lane	Highway	System Management	IV	\$8,630	Unknown	N/A	SLOCOG	SLOCOG RTP 2015	Y	N/A	N/A	NTH-MHWY-1028	N/A
2103		SLO_101_51.447	SLO_101_51.447	US 101 at Las Tablas Rd Interchange	Revise interchange	Highway	System Management	IV	\$11,000	Unknown	01/01/04	SLO County	SLOCOG RTP 2015	Y	N/A	0858	NTH-MHWY-1027	N/A
2110		SLO_101_58.762	SLO_101_65.082	US 101 from North Paso Robles OH to Mission St in San Miguel	Convert expressway to freeway (no right-of-way; no frontage road)	Highway	System Management	IV	\$50,000	Unknown	N/A	Caltrans	SLOCOG RTP 2015, US 101 TCR 2014	Y	N/A	N/A	REG-MHWY-1001	N/A
2113		SLO_101_61.880	SLO_101_61.880	US 101 at Wellsona Rd	Construct new interchange, access management	Highway	System Management	IV	\$15,000	Unknown	N/A	SLO County	SLOCOG RTP 2015, US 101 TCR 2014	N	N/A	N/A	NTH-MHWY-1021	N/A



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2114		SLO_101_65.557	SLO_101_65.557	US 101 at 10th St in San Miguel	Modify interchange, relocate SB on-ramp to 10th St interchange	Highway	System Management	IV	\$2,000	Unknown	N/A	SLOCOG	SLOCOG RTP 2015, US 101 TCR 2014	Y	N/A	N/A	NTH-MHWY-1023	N/A
2118		SLO_166_44.265	SLO_166_74.718	SR 166 from US 101 to SR 33	SR 166/ SR33, Intersection Control Evaluation, and construct passing lane	Highway	System Management	IV	\$17,000	Unknown	06/16/11	Caltrans	SLOCOG RTP 2015, SR 166 TCR 2001	Y	0500020245	N/A	EST-HWY-1004	N/A
2132		SLO_1_0	SLO_1_10.900	SR 1 from the Santa Barbara County line to Halcyon Rd.	Bridge improvements, access management, and shoulder widening	Highway	System Management	V	TBD	Unknown	N/A	Caltrans	US 101 Corridor Mobility Master Plan, SR 1 TCR 2006	N	N/A	N/A	STH-HWY-1402	N/A
2139		SLO_1_51.05	SLO_1_51.05	SR 1 at Weymouth St	Intersection Control Evaluation	Local	System Management	V	\$235,000	Unknown	N/A	SLO County	SLOCOG RTP 2015	Y	N/A	N/A	CST-RORS-1401	N/A
2137		SLO_41_14.21	SLO_41_15.894	SR 41 from San Gabriel Rd. to US 101	Modify intersections, bike lanes, Pedestrian Improvements	Highway	System Management	V	\$5,000	Unknown	N/A	City of Atascadero	SR 41 TCR 2004, US 101 Corridor Mobility Master Plan	N	N/A	N/A	NTH-HWY-1401	N/A
2135		SLO_41_R17.501	SLO_41_43.85	SR 41 from Templeton Rd. to SR 46E	Construct left-turn pockets and passing lanes	Highway	System Management	V	TBD	Unknown	N/A	Caltrans	SR 41 TCR 2004, US 101 Corridor Mobility Master Plan	N	N/A	N/A	NTH-HWY-1404	N/A
2032		SLO_41_49.709	SLO_41_50.434	SR 41 truck-climbing lanes: east of Wye	Extend EB truck-climbing lanes	Highway	System Management	V	\$18,680	Unknown	N/A	Caltrans	SLOCOG RTP 2015, US 101 Corridor Mobility Master Plan	N	N/A	N/A	EST-MHWY-1005	N/A
2131		SLO_101_3.676	SLO_101_3.676	US 101 at Southland St.	Construct new overcrossing	Highway	System Management	V	\$31,000	Unknown	N/A	SLO County Public Works	SLOCOG RTP 2015	Y	N/A	N/A	STH-MHWY-1402	N/A
2105		SLO_101_51.447	SLO_101_52.350	US 101 from Main St to Los Tablas RD	Construct SB aux lane	Highway	System Management	V	\$4,000	Unknown	N/A	SLOCOG	SLOCOG RTP 2015	Y	N/A	N/A	NTH-MHWY-1029	N/A



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San Luis Obispo County																		
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2106		SLO_101_52.440	SLO_101_52.440	US 101 / Main St. I/C improvements	Reconstruct interchange	Highway	System Management	V	\$12,000	Unknown	N/A	SLO County Public Works	SLOCOG RTP 2015, US 101 TCR 2014	N	N/A	N/A	NTH-MHWY-1024	N/A
2111		SLO_101_58.762	SLO_101_869.322	US 101 from North Paso Robles OH to Monterey County Line	Modify intersections, new frontage roads, freeway conversion	Highway	System Management	V	\$25,000	Unknown	N/A	SLOCOG	SLOCOG RTP 2015, US 101 TCR 2014	Y	N/A	N/A	NTH-MHWY-1022	N/A
2134		SLO_101_58.97	SLO_101_58.97	US 101 at Spring St NB off-ramp	Intersection Control Evaluation	Highway	System Management	V	\$21,625	Unknown	N/A	City of Paso Robles	US 101 Corridor Mobility Master Plan	Y	N/A	N/A	NTH-MHWY-1405	N/A
2123		SLO_227_0.971	SLO_227_4.280	SR 227 from Huasna Rd to Price Canyon Rd	Shoulder widening	Highway	System Management	V	\$32,000	Unknown	N/A	N/A	SR 227 TCR 2001		N/A	N/A		N/A
2125		SLO_227_4.280	SLO_227_R10.264	SR 227 from Price Canyon Rd to Aero Rd	Widen to 4 lanes address multi-modal needs	Highway	System Expansion	V	\$15,000	Unknown	N/A	N/A	SR 227 TCR 2001		N/A	N/A		N/A
2142		SLO_227_9.089	SLO_227_R10.264	SR 22 from Aero Dr. to Los Ranchos Rd.	Intersection Control Evaluation and widen approximately 1.5 miles of SR 227 to 4 lanes: Aero Dr. and Los Ranchos Rd.	Highway	System Management	V	\$6,500	Unknown	N/A	San Luis Obispo County	US 101 Corridor Mobility Master Plan	N	N/A	N/A	CEN-HWY-1401	N/A



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Monterey County																		
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3088	NA	MON_1_18.5	MON_1_18.7	In Mon Co North of Mill Creek Bridge # 44-62	Construct Viaduct or retaining wall	Highway	System Preservation	I	\$11,200	2022	N/A	Caltrans	2015 10-yr SHOPP		TBD	TBD	N/A	SHOPP
3090	NA	MON_1_28.0	MON_1_67.8	In MON County from Big Creek to Malpaso Creek at 5 Locations	Rehabilitate bridge deck	Highway	System Preservation	I	\$2,700	2022	N/A	Caltrans	2015 10-yr SHOPP		TBD	TBD	N/A	SHOPP
3091	NA	MON_1_43.1	MON_1_43.1	In MON County near Big Sur at Castro Canyon Bridge (44-0035)	Replace Bridge Rail	Highway	System Preservation	I	\$2,100	2022	N/A	Caltrans	2015 10-yr SHOPP		TBD	TBD	N/A	SHOPP
3091	NA	MON_68_0.50	MON_68_0.80	In MON County in Pacific Grove from 17 Miles Drive to Congress Avenue	Provide Accessible Pathway	Highway	System Preservation	I	\$1,000	2022	N/A	Caltrans	2015 10-yr SHOPP		TBD	TBD	N/A	SHOPP
3092	NA	MON_68_1.1	MON_68_14.3	In and Near Pacific Grove from Forest Ave to the JCT RTE 1/68 Sep. (South)	Restore Pavement Surface	Highway	System Preservation	I	\$2,600	2022	N/A	Caltrans	2015 10-yr SHOPP		TBD	TBD	N/A	SHOPP
3093	NA	MON_68_1.6	MON_68_14.1	East of Pacific Grove in Monterey County, Near Bishop Avenue to Beverly Manor Entrance	Centerline Rumble Strip	Highway	System Preservation	I	\$900	2022	N/A	Caltrans	2015 10-yr SHOPP		TBD	TBD	N/A	SHOPP
3094	NA	MON_101_R2.9	MON_101_R5.3	In SLO County at the northbound and southbound Camp Roberts Safety Roadside Rest Area	Upgrade wastewater treatment and drinking water treatment systems to current standards	Highway	System Preservation	I	\$5,500	2022	N/A	Caltrans	2015 10-yr SHOPP		TBD	TBD	N/A	SHOPP
3095	NA	MON_101_53.9	MON_101_57.1	North of Greenfield in Monterey County, Near Walnut Avenue to PM 57.1	Median Barrier, inside shoulder and Rumble Strip	Highway	System Preservation	I	\$4,750	2022	N/A	Caltrans	2015 10-yr SHOPP		TBD	TBD	N/A	SHOPP



District 5 System Management Plan (DSMP) 2015 Project List

Monterey County																		
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3055	2020	MON_101_77.150	MON_101_85.624	Near US 101 from Harris Road to Chualar, then to Soledad.	Construct Frontage (Phase I)	Highway	System Management	I	\$112,000	Unknown	09/22/03	TAMC	TAMC RTP 2014	N	N/A	3300	MON-CT031-CT	RIP, Local
3096	NA	MON_101_82.0	MON_101_101.3	On Route 101 in Monterey County between Spence Road near Salinas and San Benito County Line	Construct Transportation Management System	Highway	System Preservation	I	\$1,000	2022	N/A	Caltrans	2015 10-yr SHOPP		TBD	TBD	N/A	SHOPP
3056	2020	MON_101_83.17	MON_101_83.17	US 101 at Harris Rd Interchange	Construct new Interchange (Phase II)	Highway	System Management	I	\$57,662	Unknown	09/23/03	TAMC	TAMC RTP 2014	N	N/A	3300	MON-CT044-SL	RIP, Local
3097	NA	MON_101_87.4	MON_101_87.8	Market Street north bound on-ramp, City of Salinas	NB On-ramp roadway safety improvements	Highway	System Preservation	I	\$4,400	2022	N/A	Caltrans	2015 10-yr SHOPP		TBD	TBD	N/A	SHOPP
3098	NA	MON_101_891.5	MON_101_101.3	IN MON County near Salinas from 0.4 miles South of Russel Road to the MON/SBT County Line	Rehabilitate Pavement (2R)	Highway	System Preservation	I	\$49,000	2022	N/A	Caltrans	2015 10-yr SHOPP		TBD	TBD	N/A	SHOPP
3070	2020	MON_156_R1.820	MON_156_T5.171	SR 156 from Castroville Blvd to US 101 (West Corridor-Phase I)	Widen existing highway to 4 lanes and upgrade highway to Freeway status with appropriate interchanges. Interchange modification at US 156 and 101.	Highway	System Expansion	I	\$109,000	2022	04/15/06	Caltrans	SR 156 TCR, TAMC RTP 2014	N	0500000 497	0057C	MON-CT036-CT	RIP, IIP, Demo
3071	Future	MON_156_R1.820	MON_156_T5.171	SR 156 from Castroville Blvd to US 101 (West Corridor Phase II)	Construct interchange modifications at US 101 at State Route 156	Highway	System Expansion	I	\$133,130	2018	04/15/06	Caltrans	SR 156 TCR, ITSP 2012, TAMC RTP 2010	N	0500000 497	0057C	MON-CT022-CT	RIP, IIP, Demo
3099	NA	MON_183_1.8	MON_183_8.62	Salinas to Castroville in Monterey County, Davis Road Ramp, Market Circle/Davis Road to Blackie Road	Centerline Rumble Strip, enhanced striping, and Edgeline Rumble Stripe	Highway	System Preservation	I	\$1,750	2020	N/A	Caltrans	2015 10-yr SHOPP		TBD	TBD	N/A	SHOPP
3100	NA	MON_218_R0.2	MON_218_L0.9	In Monterey County on Route 218 in Seaside from Del Monte Road to Fremont Blvd.	Reconstruct non-compliant pedestrian facilities and construct missing sidewalk at gaps	Highway	System Preservation	I	\$2,150	2022	N/A	Caltrans	2015 10-yr SHOPP		TBD	TBD	N/A	SHOPP



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Monterey County

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3089	NA	SCR_Var_Var	SCR_Var_Var	In MON, SCR, SLO and SB Counties within the Coastal Zone along the state highway	Create an Interagency Agreement to form an instrument for future implementation of the California Coastal Trail by the stakeholder agencies.	Highway	System Preservation	I	\$625	2022	N/A	Caltrans	2017 10-yr SHOPP		TBD	TBD	N/A	SHOPP
3101	NA	MON_Var_Var	MON_Var_Var	On Various Route in Monterey and Santa Cruz Counties	Replacement of overhead signs with retro-reflective sheeting	Highway	System Preservation	I	\$4,300	2022	N/A	Caltrans	2015 10-yr SHOPP		TBD	TBD	N/A	SHOPP
3102	NA	MON_Var_Var	MON_Var_Var	In MON, SBT, SLO and SCR counties on various routes and at various locations	Establish or support the establishment of a mitigation bank or an in lieu fee program or other mechanism to mitigate future impacts to Federally and State listed Salamander habitat	Highway	System Preservation	I	\$1,000	2022	N/A	Caltrans	2016 10-yr SHOPP		TBD	TBD	N/A	SHOPP
3103	NA	MON_Var_Var	MON_Var_Var	Various locations in SB, SLO, MON and SCR Counties	Countdown pedestrian signal (CPS) heads and accessible pedestrian signal (APS) pedestrian pushbuttons	Highway	System Preservation	I	\$850	2022	N/A	Caltrans	2020 10-yr SHOPP		TBD	TBD	N/A	SHOPP
3103	NA	MON_Var_Var	MON_Var_Var	In San Benito, Santa Cruz and Northern Monterey County	Advance Mitigation of impacts to wildlife corridors by preservation and enhancing safe and viable passage along the highways	Highway	System Preservation	I	\$833	2020	N/A	Caltrans	2026 10-yr SHOPP		TBD	TBD	N/A	SHOPP
3081	NA	MON_1_R84.484	MON_1_R84.484	Marina-Salinas Corridor	Widen Davis Rd to 4 lanes from Blanco Rd to Reservation Rd, Construct new 4 lane bridge over the Salinas River, Widen Reservation Rd to 4 lanes from Davis Rd to existing 4 lane section adjacent to East Garrison at Intergarrison Road, Widen Imjin Pkwy to 4 lanes from Reservation Rd to Imjin Rd, construct new Imjin Parkway interchange at SR 1. Include accommodations for bicyclists, pedestrians and transit; consider high quality transit service along corridor.	Highway	System Management	II	\$90,508	Unknown	N/A	TAMC	TAMC RTP 2014	N	N/A	N/A	MON-MAR001-MA	N/A
3087	NA	MON_1_Var	MON_1_Var	Monterey Branch Line Light Rail - Salinas River Bridge Replacement	Construct new rail bridge on the Monterey Branch Line over the Salinas River.	Light Rail	System Expansion	II	\$0	Unknown	N/A	TAMC	TAMC RTP 2014	N	N/A	N/A	MON-TAMC002-TAMC	N/A
3037	NA	MON_101_53.359	MON_101_54.359	US 101 at Walnut Ave	Relocate and replace existing US 101/Walnut Avenue Interchange and widen to six lanes. (EA 05-OP160) PM 53.4/54.3	Highway	System Expansion	II	\$28,784	2016	02/03/10	Greenfield	TAMC RTP 2014	N	0500000241	1610	MON-GRN008-GR	Oversight



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3044	NA	MON_101_62.696	MON_101_62.696	US 101 at Noth Soledad OH	Construct new interchange north of US 101 and Front Street.	Highway	System Management	II	\$17,490	2035	05/19/11	City of Soledad	TAMC RTP 2014	N	0500000282	7070	MON-SOL002-SO	Oversight
3047	NA	MON_101_69.372	MON_101_70.895	US 101 at Gloria Rd	Construct interchange improvements at US 101 at Gloria Road	Highway	System Management	II	\$39,505	2014	06/29/11	Gonzales	TAMC RTP 2014	N	05000020233	1943	MON-GON015-CT	RIP
3085	NA	MON_101_Var	MON_101_Var	South Monterey County Regional Transit Improvements	Increases the frequency of MST Line 23 service between King City and Salinas and constructs improvements along Abbott Street between US 101 and Romie Way in Salinas. Stops in King City, Greenfield, Soledad, Gonzales, Chualar and Salinas.	Transit	System Expansion	II	\$27,500	Unknown	N/A	TAMC	TAMC RTP 2014	N	N/A	N/A	MON-MST016-MST	N/A
3078		MON_1_20.952	MON_1_20.952	SR 1 at Limekiln Creek	Replace Bridge at Limekiln Creek	Highway	System Management	III	\$3,000	Unknown	06/01/15	Caltrans	SHOPP		0514000004	2524		N/A
3007		MON_1_R79.337	MON_1_R83.270	SR 1 between Fremont Ave and Canyon Del Rey Rd (SR 218)	Widen SR 1 to six lanes from Fremont Boulevard to Canyon Del Rey and make interchange and related local road improvements in the vicinity of Canyon Del Rey.	Highway	System Management	III	\$47,434	2035	N/A	TAMC	TAMC RTP 2014	N	N/A	N/A	MON-CT015-CT	N/A
3008		MON_1_R84.484	MON_1_R84.484	SR 1 at Imjin Prkway	Widen from 4 lanes to 6 lanes and construct turning lanes.	Highway	System Management	III	\$5,000	2035	N/A	TAMC/ Marina	SR 1 TCR 2006, TAMC RTP 2014	Y	N/A	N/A	MON-MAR115-MA	N/A
3022		MON_68_R3.948	MON_68_15.854	SR 68 from SR 1 to Toro Park	Construct 4-lane bypass along Ft. Ord right of way or widen existing roadway to 4-lanes	Highway	System Expansion	IV	\$436,000	2035	N/A	Caltrans	SR 68 TCR 2013, TAMC RTP 2014	Y	N/A	N/A	MON-CT016-CT	N/A
3027		MON_68_12.950	MON_68_15.834	SR 68 from Toro Park to San Benancio Rd (Coral De Tierra)	Widen existing roadway to 4-lanes between existing 4 lane segment at Toro Park and Corral de Tierra Road (MON-68-4.0/15.0).	Highway	System Management	IV	\$25,555	2035	N/A	N/A	SR 68 TCR 2013	N	N/A	N/A	MON-CT011-CT	N/A
3057		MON_101_83.379	MON_101_R91.900	US 101 from Harris Rd to Russell/Espinoza Rd	Modify interchanges, ramp metering	Highway	System Management	IV	\$20,000	2035	N/A	City of Salinas	US 101 TCR 2014		N/A	N/A		Salinas Impact Fees



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Monterey County																		
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3023		MON_68_R3.948	MON_68_19.971	SR 68 from SR 1 to Blanco Rd	Access management	Highway	System Management	V	50	2035	N/A	N/A	SR 68 TCR 2013		N/A	N/A		N/A
3032		MON_101_R41.178R	MON_101_52.660	US 101 from Broadway St to Greenfield OC	Freeway Conversion	Highway	System Management	V	\$100,000	2035	N/A	Caltrans	US 101 TCR 2014		N/A	N/A		N/A
3034		MON_101_52.660	MON_101_60.399	US 101 from Greenfield OC to Arroyo Seco Rd	Freeway Conversion	Highway	System Management	V	\$30,000	2035	N/A	N/A	US 101 TCR 2014		N/A	N/A		N/A
3052		MON_101_72.605	MON_101_76.973	US 101 from North Gonzales OC to Main St	Freeway Conversion	Highway	System Management	V	\$5,000	2035	N/A	Caltrans	US 101 TCR 2014		N/A	N/A		N/A
3063		MON_101_R91.900	MON_101_98.690	US 101 from Russell/Espinoza Rd to Echo Valley Rd - Prunedale Freeway	Construct Bypass or widen to 6 lanes (Phase II PIP)	Highway	System Expansion	V	\$120,000	2035	Not Complete	TAMC	US 101 TCR 2014		N/A	0058F		N/A
3064		MON_101_92.550	MON_101_101.316	US 101 from White Rd to San Benito County Line	Freeway Conversion	Highway	System Management	V	\$50,000	2035	N/A	Caltrans	US 101 TCR 2014		N/A	N/A		N/A
3082		MON_Trans_Var	MON_Trans_Var	Salinas-Marina Multimodal Corridor	Construct multimodal Bus Rapid Transit Improvements between Salinas and Marina, including a multimodal transit corridor through the former Fort Ord in Marina.	Transit	System Expansion	V	50	Unknown	N/A	TAMC	TAMC RTP 2014	N	N/A	N/A	MON-MST008-MST	N/A



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San Benito County																		
DSMP 2015 ID#	Recommended STIP Cycle	Beginning County, Route, and Postmile	Ending County, Route, and Postmile	Location	Description	Mode	CTC_Category	Tier	Est. Total Cost (\$1000)	Proposed Completion Year	PID Completion Date	Lead Agency	Source Document	Unconst. RTP	Project ID #	PPNO	RTP ID #	Funding Source
4018	2016	SBT_156_3.022	SBT_156_R8.451	SR 156 from Alameda St. to San Benito River Bridge	Construct a four-lane expressway south of the existing State Route 156 and use the existing State Route 156 as the northern frontage road.	Highway	System Expansion	I	\$48,520	2020	09/11/97	Caltrans	SBICOG RTP 2014	N	0500000 505	0297	SB-A01-Catrans	RIP,IIP,Local
4030	NA	SBT_Var_Var	SBT_Var_Var	In MON, SBT, SLO and SCR counties on various routes and at various locations	Establish or support the establishment of a mitigation bank or an in lieu fee program or other mechanism to mitigate future impacts to Federally and State listed Salamander habitat	Highway	System Preservation	I	\$1,000	2022	N/A	Caltrans	2019 10-yr SHOPP		TBD	TBD	N/A	SHOPP
4031	NA	SBT_Var_Var	SBT_Var_Var	In San Benito, Santa Cruz and Northern Monterey County	Advance Mitigation of impacts to wildlife corridors by preservation and enhancing safe and viable passage along the highways	Highway	System Preservation	I	\$833	2020	N/A	Caltrans	2025 10-yr SHOPP		TBD	TBD	N/A	SHOPP
4005	Future	SBT_25_54.454	SBT_25_60.084	SR25 between San Felipe and San Benito/ Santa Clara County Line	Construct passing lanes	Highway	System Management	II	\$4,742	2020	N/A	SBICOG	TCR 25,SBICOG RTP 2014	N	N/A	N/A	SB-A03-Catrans	N/A
4025	Future	SBT_156_R16.536	SBT_156_R16.536	SR 156 at Fairview Road	Construct new turn lanes at the intersection	Highway	System Management	II	\$6,824	Unknown	N/A	Caltrans	SBICOG RTP 2014	Y	N/A	N/A	SB-A02-Catrans	SHA
4007		SBT_25_51.454	SBT_25_55.134	SR 25 from San Felipe Rd to Hudner Ln	Widen to 4-lanes	Highway	System Expansion	III	\$67,591	Unknown	11/28/05	SBICOG	SBICOG RTP 2014	Y	0500000 565		SB-A12-Catrans	Local, Demo
4008		SBT_25_55.134	SBT_25_60.084	SR 25 from Hudner Ln to San Benito/ Santa Clara County Line	Widen to 4-lanes	Highway	System Expansion	III	\$181,000	Unknown	11/28/05	SBICOG	SBICOG RTP 2014	Y	0500000 565	4854	SB-A14-Catrans	Local, Demo
4028		SBT_101_2.998	SBT_101_R4.898	US 101 from State Route 156 to State Route 129	Widen from 4-lanes to 6-lanes	Highway	System Expansion	IV	\$0	Unknown	N/A	Caltrans	SBICOG RTP 2014	Y	N/A	N/A	SB-A19-Catrans	SHA
4019		SBT_156_R7.762	SBT_156_R15.012	SR 156 from 4th to San Felipe Rd	Widen to 4 lanes	Highway	System Expansion	IV	\$31,000	Unknown	N/A	Caltrans	SR 156 TCR	N	N/A	N/A	N/A	N/A



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San Benito County																		
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4013		SBT_101_3.049	SBT_101_4.838	US 101 from Las Aromitas to San Benito/Santa Clara County Line	Widen from 4 to 6 lanes	Highway	System Expansion	V	\$246,000	Unknown	N/A	Caltrans	SBMCOG RTP 2014	Y	N/A	N/A	SB-A18-Caltrans	N/A
4020		SBT_156_R13.215	SBT_156_R18.431	SR 156 from San Felipe Rd to San Benito/Santa Clara County Line	Widen to 4 lane expressway, construct new interchange	Highway	System Expansion	V	\$50,000	Unknown	N/A	Caltrans	SR 156 TCR	N	N/A	N/A	N/A	N/A



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Santa Cruz County

Santa Cruz County																		
DSMP 2015 ID#	Recommended STIP Cycle	Beginning County, Route, and Postmile	Ending County, Route, and Postmile	Location	Description	Mode	CTC Category	Tier	Est. Total Cost (\$1000)	Proposed Completion Year	PID Completion Date	Lead Agency	Source Document	Unconst. RTP	Project ID #	PPNO	RTP ID #	Funding Source
5027	2016	SCR_1_R2.269	SCR_1_R2.500	SR 1 at Harkins Slough Rd	Construct pedestrian overcrossing	Highway	System Management	I	\$9,863	Unknown	05/08/98	City of Watsonville	SR 1 TCR 2006, SCCRTC RTP 2014	N	0515000037	0000	WAT 01	RIP,Local
5003	Future	SCR_1_7.672	SCR_1_15.822	SR 1 from Larkin Valley Rd to Morrissey Blvd	Construct HOV lanes	Highway	System Expansion	I	\$585,700	Unknown	07/11/02	SCCRTC	US 1 TCR 2006, SCCRTC RTP 2014	Y	0500000023	0073	RTC 24	RIP,CMAQ
5043	Future	SCR_1_R7.681	SCR_1_15.822	SR 1 Corridor Investment Program	Program level design/environmental analysis to establish a Corridor Investment Program (CIP) to reduce congestion along the 9 mile section of SR 1 between San Andreas/Larkin Valley Road (Aptos) and Morrissey Boulevard (Santa Cruz).	Highway	System Expansion	I	\$0	Unknown	04/07/06	SCCRTC	SCCRTC RTP 2014	Y	N/A	N/A	RTC 24k	N/A
5044	Future	SCR_1_R7.681	SCR_1_15.822	SR 1 from Morrissey to San Andreas Rd	Construct HOV Lanes only	Highway	System Expansion	I	\$60,000	Unknown	04/07/06	SCCRTC	SCCRTC RTP 2014	Y	N/A	N/A	RTC 24m	N/A
5045	Future	SCR_1_R7.681	SCR_1_15.822	SR 1 from Morrissey to San Andreas Rd.	Construct TSM project alternative I, including aux lanes, modification to interchanges with enhanced bike and pedestrian treatments	Highway	System Expansion	I	\$0	Unknown	04/07/06	SCCRTC	SCCRTC RTP 2014	Y	N/A	N/A	RTC 24n	N/A
5005	Future	SCR_1_10.535	SCR_1_12.088	SR 1 from State Park Dr to Park Ave	Construct auxiliary lanes. Part of Highway 1 CIP project (RTC 24k)	Highway	System Management	I	\$34,250	Unknown	04/07/06	SCCRTC	SR 1 TCR 2006, SCCRTC RTP 2014	Y	N/A	N/A	RTC 24g	N/A
5007	2020	SCR_1_12.088	SCR_1_13.192	SR 1 from Park Ave to Bay/Porter	New aux lanes; modify interchange	Highway	System Management	I	\$23,000	Unknown	04/07/06	SCCRTC	SR 1 TCR 2006, SCCRTC RTP 2014	N	N/A	N/A	RTC 24e	N/A
5011	2018	SCR_1_13.620	SCR_1_14.864	SR 1 from 41st Ave to Soquel Ave	Construct auxiliary lanes and a bicycle/pedestrian overcrossing at Chanticleer Ave.	Highway	System Management	I	\$27,000	2018	Not Complete	SCCRTC	SR 1 TCR 2006, SCCRTC RTP 2014	N	0512000228	0073a	RTC 24f	N/A



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5013	Future	SCR_1_15.881	SCR_1_15.881	SR 1 at Morrissey Blvd	Reconstruct the Morrissen overcrossing with enhanced pedestrian and bicycle facilities. Reconfigure ramps and local streets to accommodate interchange and ramp metering. Part of SR 1 CIP project (RTC 24k)	Highway	System Management	I	\$35,300	Unknown	04/07/06	SCCRTC	SR 1 TCR 2006, SCCRTC RTP 2014	N	N/A	N/A	RTC 24h	N/A
5055	NA	SCR_1_32.1	SCR_1_35.5	On Route 1 In Santa Cruz County Near Davenport And South Of Waddell Creek	Jack new culverts at the four locations.	Highway	System Preservation	I	\$4,200	2022	N/A	Caltrans	2015 10-yr SHOPP		TBD	TBD	N/A	SHOPP
5056	NA	SCR_9_8.5	SCR_9_12.99	On Highway 9 in Santa Cruz County from Holiday Lane, just South of the City of Ben Lomond, to the junction of route 236 and 9, in the City of Boulder Creek.	Culver Repair/Pollutant Source Control	Highway	System Preservation	I	\$2,800	2022	N/A	Caltrans	2015 10-yr SHOPP		TBD	TBD	N/A	SHOPP
5057	NA	SCR_9_13.0	SCR_9_23.9	On Highway 9 in Santa Cruz County from the junction of routes 236 and 9, in the City of Boulder Creek, to the Santa Cruz County line.	Culver Repair/Pollutant Source Control	Highway	System Preservation	I	\$2,800	2022	N/A	Caltrans	2015 10-yr SHOPP		TBD	TBD	N/A	SHOPP
5058	NA	SCR_152_3.7	SCR_152_8.29	East of Watsonville in Santa Cruz County, Near Carlton/Cassery Rd to County Line	Centerline Rumble Strip	Highway	System Preservation	I	\$900	2022	N/A	Caltrans	2015 10-yr SHOPP		TBD	TBD	N/A	SHOPP
5059	NA	SCR_Var_Var	SCR_Var_Var	On Various Route in Monterey and Santa Cruz Counties	Replacement of overhead signs with retro-reflective sheeting	Highway	System Preservation	I	\$2,150	2022	N/A	Caltrans	2016 10-yr SHOPP		TBD	TBD	N/A	SHOPP
5060	NA	SCR_Var_Var	SCR_Var_Var	In MON, SCR, SLO and SB Counties within the Coastal Zone along the state highway	Create an interagency Agreement to form an instrument to fund and enable the construction of segments of the California Coastal Trail by the stakeholder agencies.	Highway	System Preservation	I	\$625	2022	N/A	Caltrans	2017 10-yr SHOPP		TBD	TBD	N/A	SHOPP
5061	NA	SCR_Var_Var	SCR_Var_Var	In MON, SBT, SLO and SCR counties on various routes and at various locations	Establish or support the establishment of a mitigation bank or an in lieu fee program or other mechanism to mitigate future impacts to Federally and State listed Salamander habitat	Highway	System Preservation	I	\$1,000	2022	N/A	Caltrans	2017 10-yr SHOPP		TBD	TBD	N/A	SHOPP
5062	NA	SCR_Var_Var	SCR_Var_Var	Various locations in SB, SLO, MON and SCR Counties	Countdown pedestrian signal (CPS) heads and accesible pedestrian signal (APS) pedestrian pushbuttons	Highway	System Preservation	I	\$850	2022	N/A	Caltrans	2021 10-yr SHOPP		TBD	TBD	N/A	SHOPP



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5063	NA	SCR_Var_Var	SCR_Var_Var	In San Benito, Santa Cruz and Northern Monterey County	Advance Mitigation of impacts to wildlife corridors by preservation and enhancing safe and viable passage along the highways	Highway	System Preservation	I	\$833	2020	N/A	Caltrans	2024 10-yr SHOPP		TBD	TBD	N/A	SHOPP
5064	NA	SCR_Var_Var	SCR_Var_Var	In MON, SCR, SLO and SB Counties within the Coastal Zone along the state highway	Create an Interagency Agreement to form an instrument for future implementation of the California Coastal Trail by the stakeholder agencies.	Highway	System Preservation	I	\$625	2022	N/A	Caltrans	2017 10-yr SHOPP		TBD	TBD	N/A	SHOPP
5006	Future	SCR_1_10.932	SCR_1_10.932	SR 1 at Mar Vista Dr	Construct a bicycle/pedestrian overcrossing around Mar Vista Drive	Bicycle	System Preservation	II	\$7,550	Unknown	Not Complete	SCCRTC	SR 1 TCR 2006, SCCRTC RTP 2014	Y	N/A	1968	RTC 30	N/A
5014	NA	SCR_1_15.881	SCR_1_15.881	SR 1 at Morrissey Blvd	Install a Class 1 bicycle and pedestrian facility on freeway overpass.	Highway	System Management	II	\$90	Unknown	N/A	City of Santa Cruz	SR 1 TCR 2006, SCCRTC RTP 2014	Y	N/A	N/A	SC-P29	N/A
5018	Future	SCR_9_RS.991	SCR_9_R6.830	SR 9 from Laurel Dr to San Lorenzo Way	Construct new bike/pedestrian facilities (SR 9/San Lorenzo Valley Trail)	Bicycle	System Management	II	\$2,200	Unknown	N/A	Santa Cruz County	SCCRTC RTP 2014	Y	N/A	N/A	CO-P46a	N/A
5001		SCR_1_R0.716	SCR_1_R6.688	SR 1 from Mar Monte Ave to SR 129/Riverside Dr	Installation of ramp meters	Highway	System Management	III	\$20,000	Unknown	N/A	Caltrans	SR 1 TCR 2006, SCCRTC RTP 2014	N	N/A	N/A	CT-P01	N/A
5010		SCR_1_13.620	SCR_1_13.620	SR 1 at 41st Ave and Bay/ Porter Interchange	Implement 41st Avenue & Bay Ave/Porter Ave single interchange improvements as detailed in SR 1 HOV project (RTC 24)	Highway	System Management	III	\$117,000	Unknown	N/A	City of Capitola	SR 1 TCR 2006, SCCRTC RTP 2014	Y	N/A	N/A	CAP-P01	N/A
5012		SCR_1_14.864	SCR_1_14.864	SR 1 at Soquel Ave Interchange	Reconstruct the overcrossing with enhanced pedestrian and bicycle facilities, reconfigure ramps to accommodate the new interchange, and ramp metering. Part of SR 1 CIP project (RTC 24k)	Highway	System Management	III	\$63,300	Unknown	04/07/06	N/A	SR 1 TCR 2006	N	N/A	N/A	RTC 24i	N/A
5015		SCR_1_17.412	SCR_1_17.412	SR 1 at San Lorenzo River	Replace the SR 1 bridge over San Lorenzo River to increase capacity, improve safety and seismic stability, Reduce flooding potential and improve fish passage.	Highway	System Management	III	\$20,000	Unknown	Not Complete	City of Santa Cruz	SR 1 TCR 2006, SCCRTC RTP 2014	N	0500020104	1460	SC-38	Local



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5016		SCR_1_18.138	SCR_1_18.260	SR 1 from Chestnut St and King St	Intersection Control Evaluation	Highway	System Management	III	\$4,500	Unknown	N/A	City of Santa Cruz	SR 1 TCR 2006, SCCRTC RTP 2014	N	N/A	N/A	SC-P81	N/A
5017		SCR_1_20.411	SCR_1_20.411	SR 1 at Shaffer Rd	Intersection Control Evaluation	Highway	System Management	III	\$500	Unknown	N/A	City of Santa Cruz	SR 1 TCR 2006, SCCRTC RTP 2014	N	N/A	N/A	SC-P92	N/A
5021		SCR_17_3.501	SCR_17_3.501	SR 17 at Mt. Hermon Rd	Add lane to SB off-ramp interchange	Highway	System Management	III	\$1,000	Unknown	N/A	City of Scotts Valley	SR 17 TCR 2006, SCCRTC RTP 2014	N	N/A	N/A	SV-P44	N/A
5002		SCR_1_7.672	SCR_1_15.822	SR 1 from Aptos to Santa Cruz	Reconfiguration of ramp and local streets for installation of ramp metering, bike and pedestrian improvements.	Highway	System Management	IV	\$250,000	Unknown	04/07/06	SCCRTC	SR 1 TCR 2006, SCCRTC RTP 2014	N	N/A	N/A	RTC 24a	N/A
5008		SCR_1_13.192	SCR_1_13.620	SR 1 from Bay/Porter to 41st Ave	Reconstruct highway to operate as a single interchange. Includes construction of a frontage road that includes bike lanes and sidewalks connecting the Bay/Porter and 41st Ave intersections ; reconstruction of the Bay/Porter undercrossing and the 41st Ave	Highway	System Management	IV	\$107,500	Unknown	04/07/06	SCCRTC	SR 1 TCR 2006	N	N/A	N/A	RTC 24j	N/A
5019		SCR_9_R6.460	SCR_9_9.811	SR 9 from Graham Hill Rd to Ben Lomond Rd	Construct new bike/pedestrian facilities, and increase shoulder width (SR 9/San Lorenzo Valley Trail)	Bicycle	System Management	IV	\$7,400	Unknown	04/07/06	Santa Cruz County	SR 1 TCR 2006, SCCRTC RTP 2014	Y	N/A	N/A	CO-P46b	N/A
5020		SCR_17_3.442	SCR_17_5.453	SR 17 between Mt. Hermon Rd and Granite Creek Rd Interchange	Construct new interchange	Highway	System Management	IV	\$30,000	Unknown	N/A	City of Scotts Valley	SR 17 TCR 2006, SCCRTC RTP 2014	N	N/A	N/A	SV-P01	N/A
5022		SCR_17_5.453	SCR_17_5.453	SR 17 at Granite Creek Rd Interchange	Realign/reconfigure the Granite Creek Road over crossing, add bike lanes and sidewalks.	Highway	System Management	IV	\$8,000	Unknown	Not Complete	City of Scotts Valley	SR 17 TCR 2006, SCCRTC RTP 2014	N	N/A	4938	SV-P08	RIP, STIP



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5004		SCR_1_10.535	SCR_1_12.088	SR 1 between State Park Dr and Park Ave	Construct bike/pedestrian bridge connecting New Brighton State Beach and Cabrillo College as part of larger Nisene SP to the Sea trail concept.	Bicycle	System Preservation	V	\$8,000	Unknown	N/A	Caltrans	SR 1 TCR 2006, SCCRTC RTP 2014	N	N/A	N/A	CT-P07a	N/A
5030		SCR_1_18.239	SCR_1_18.730	SR 1 at Laurel St	Intersection Control Evaluation	Highway	System Management	V	\$100	Unknown	N/A	Santa Cruz	SCCRTC RTP 2014	Y	N/A	N/A	SC-P112	N/A
5031		SCR_1_18.239	SCR_1_19.690	SR 1 at Swift St	Intersection Control Evaluation	Highway	System Management	V	\$100	Unknown	N/A	Santa Cruz	SCCRTC RTP 2014	N	N/A	N/A	SC-P113	N/A
5046		SCR_1_Var	SCR_1_Var	Park & Ride Lots TBD	Construct park and ride lots within City limits.	Transit	System Management	V	\$20,000	Unknown	N/A	City of Santa Cruz	SCCRTC RTP 2014	N	N/A	N/A	SC-P14	N/A
5034		SCR_9_0.171	SCR_9_0.171	SR 9 at Fern St	Intersection Control Evaluation. Provide bikelanes.	Highway	System Management	V	\$500	Unknown	N/A	Santa Cruz	SCCRTC RTP 2014	N	N/A	N/A	SC-P110	N/A
5035		SCR_9_0.221	SCR_9_0.221	SR 9 at Encinal St	Intersection Control Evaluation	Highway	System Management	V	\$300	Unknown	N/A	Santa Cruz	SCCRTC RTP 2014	N	N/A	N/A	SC-P111	N/A
5047		SCR_9_1.993	SCR_9_1.993	SR 9 at Rincon Trail to Glen Coolidge Dr	Class 1 bike facility from Glen Coolidge Dr to Hwy 9 to provide eastern access to UCSC.	Off-System	System Preservation	V	\$2,300	Unknown	N/A	Santa Cruz County	SCCRTC RTP 2014	N	N/A	N/A	CO-P40	N/A
5050		SCR_9_6.46	SCR_9_6.46	SR 9 at Graham Hill Rd	Graham Hill Rd major rehabilitation with Intersection Control Evaluation at SR 9	Highway	System Preservation	V	\$6,800	Unknown	N/A	Santa Cruz County	SCCRTC RTP 2014	Y	N/A	N/A	CO-P12	N/A
5023		SCR_17_5.453	SCR_17_12.553	SR 17 from Granite Creek Rd to SR 35/Summit Rd	Access management, grade separation	Highway	System Management	V	\$100,000	Unknown	06/01/04	N/A	SR 17 TCR 2006	N/A	N/A	N/A		N/A

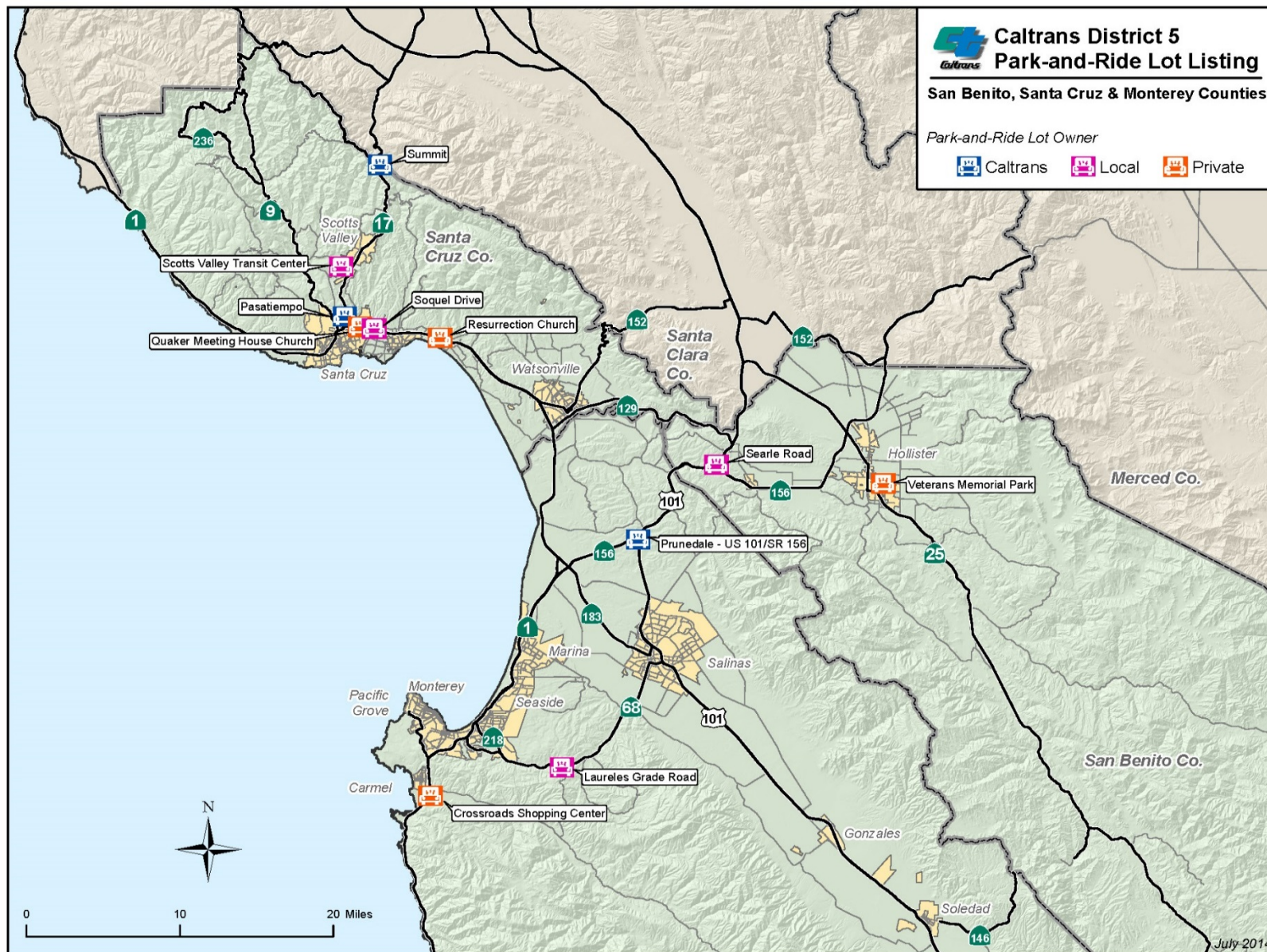


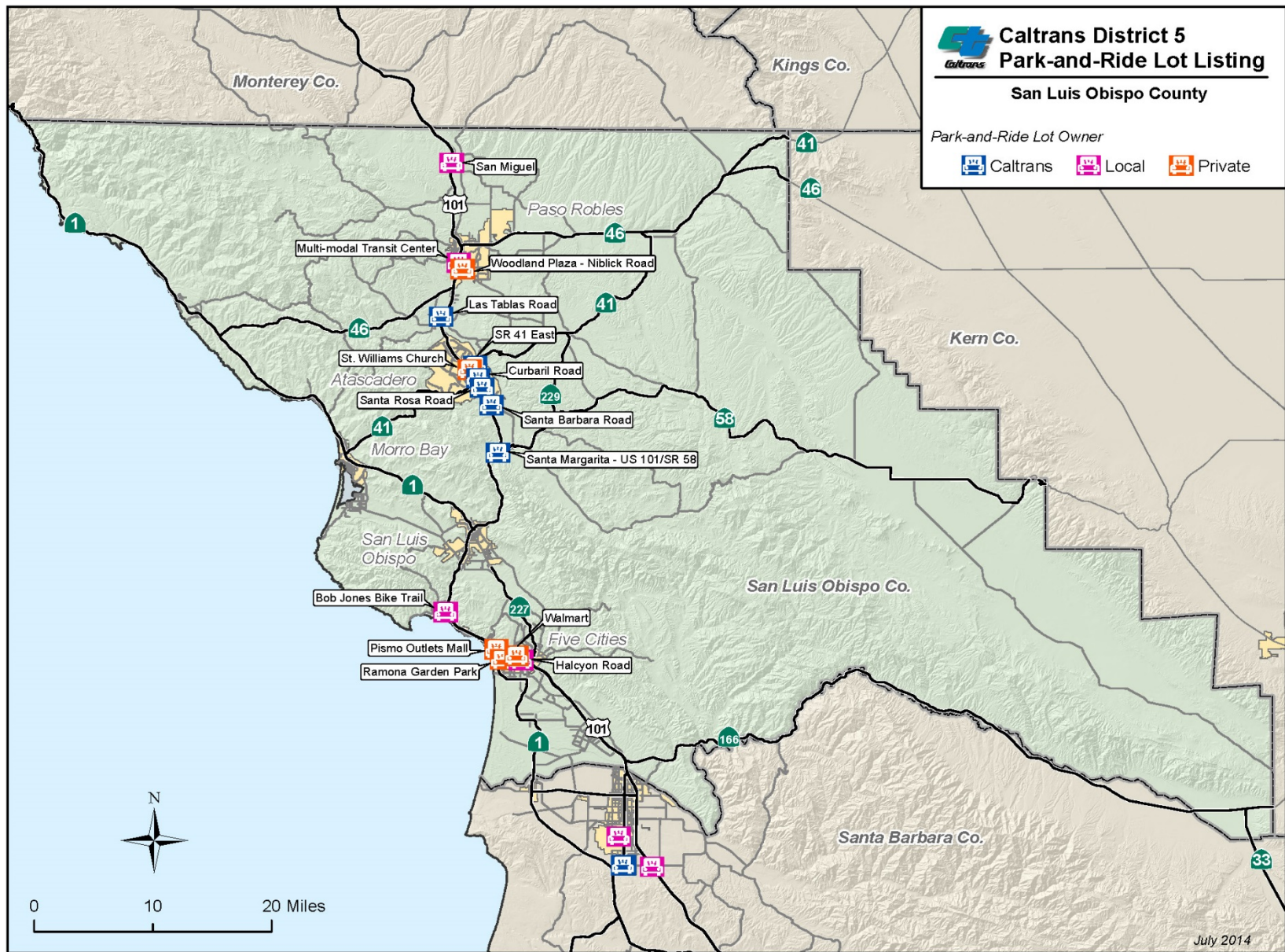
District 5 System Management Plan (DSMP) 2015 Project List

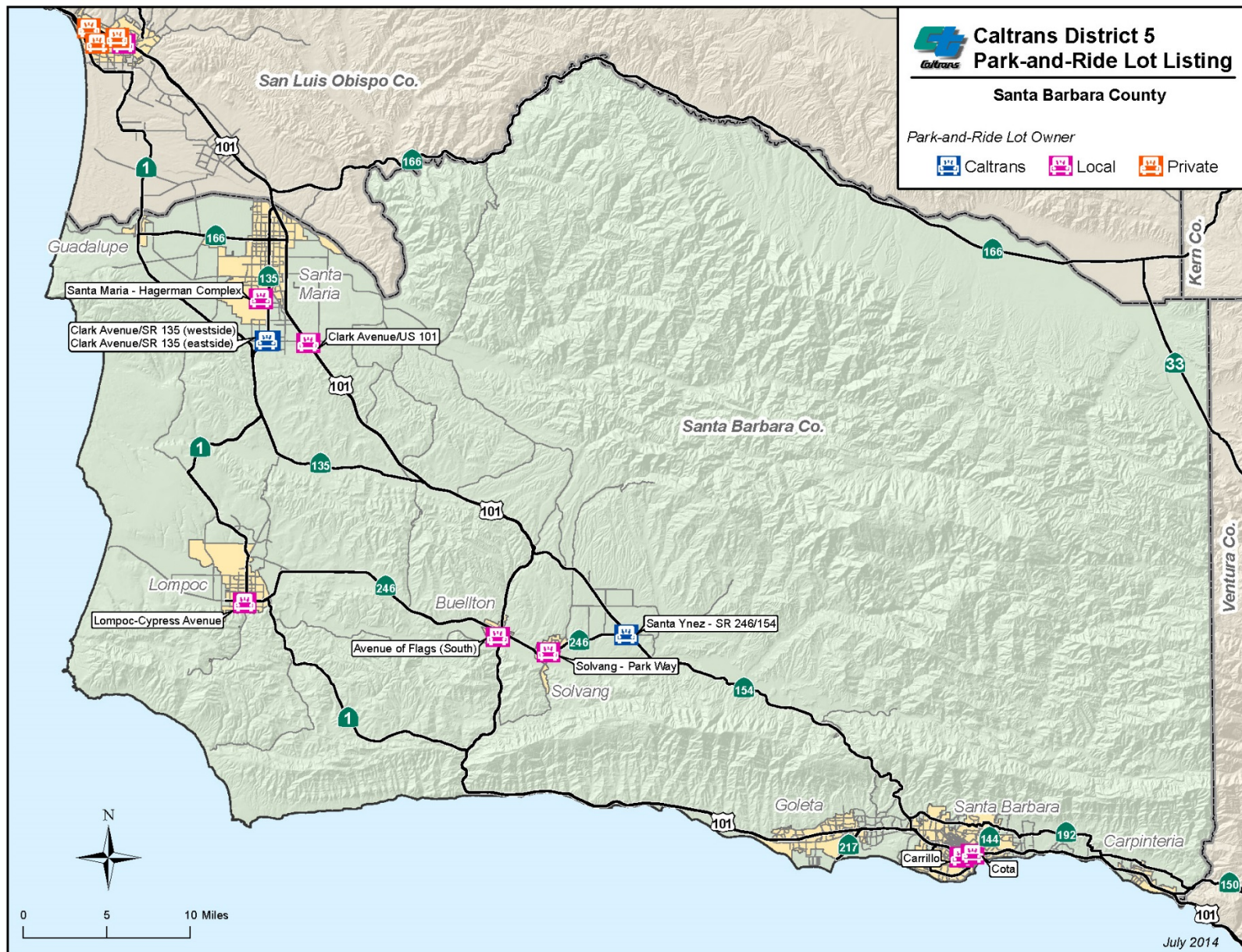
Santa Cruz County																		
DSMP 2015 ID#	Recommended STIP Cycle	Beginning County, Route, and Postmile	Ending County, Route, and Postmile	Location	Description	Mode	CTC_Category	Tier	Est. Total Cost (\$1000)	Proposed Completion Year	PID Completion Date	Lead Agency	Source Document	Unconst. RTP	Project ID #	PPNO	RTP ID #	FundingSource
5024		SCR_129_0.060	SCR_129_0.452	SR 129 from Union St to Loughhead Ave	Widen Riverside Drive (SR 129) from 2 to 4 lanes, reconstruct existing street (Union St to Bridge St.)	Highway	System Expansion	V	\$8,000	Unknown	N/A	Caltrans	SCCRTC RTP 2014	N	N/A	N/A	CT-P32	N/A
5025		SCR_152_1.221	SCR_152_R1.995	SR 152 from Martinelli St to Holohan Rd	Widen East Lake Av. (SR 152) from 2 to 4 lanes (Martinelli St-Holohan).	Highway	System Expansion	V	\$1,000	Unknown	N/A	Caltrans	SCCRTC RTP 2014	N	N/A	N/A	CT-P33	N/A

Appendix B: Caltrans District 5 Park-and-Ride Lot Listing

Name	Space	City	Owner
SAN BENITO COUNTY			
Veterans Memorial Park	18	Hollister	Private
Searle Road	20	San Benito County	Local
SANTA CRUZ COUNTY			
Summit	12	Santa Cruz County	Caltrans
Scotts Valley Transit Center	223	Scott's Valley	Local
Pasatiempo	60	Santa Cruz	Caltrans
Quaker Meeting House Church	12	Santa Cruz	Private
Soquel Drive	55	Live Oak	Local
Resurrection Church	73	Aptos	Private
MONTEREY COUNTY			
Prunedale	33	Prunedale	Caltrans
Laureles Grade Road	19	Monterey County	Local
Crossroads Shopping Center	33	Carmel	Private
SAN LUIS OBISPO COUNTY			
San Miguel	26	San Miguel	Local
Multi-modal Transit Center	13	Paso Robles	Local
Woodland Plaza/Niblick Road	28	Paso Robles	Private
Las Tablas Road	68	Templeton	Caltrans
Route 41 East	39	Atascadero	Caltrans
St. Williams Church	65	Atascadero	Private
Curbaril Road	52	Atascadero	Caltrans
Santa Rosa Road	15	Atascadero	Caltrans
Santa Barbara Road	14	Atascadero	Caltrans
Santa Margarita	16	Santa Margarita	Caltrans
Bob Jones Bike Trail	27	San Luis Obispo County	Local
Pismo Beach Outlet Mall	20	Pismo Beach	Private
Ramona Garden Park	20	Grove Beach	Private
Halcyon Road	89	Arroyo Grande	Local
Walmart	26	Arroyo Grande	Private
Santa Barbara County			
Clark Ave NE/SR 135	19	Orcutt	Caltrans
Clark Ave NW/SR 135	41	Orcutt	Caltrans
Clark Ave and US 101	34	Orcutt	Local
Santa Ynez - SR 154/246	20	Santa Ynez	Caltrans
Avenue of Flags (South)	33	Buellton	Local
Santa Maria- Hagerman Complex	207	Santa Maria	Local
Lompoc-Cypress Ave	152	Lompoc	Local
Solvang- Park Way	79	Solvang	Local
Carrillo	140	Santa Barbara	Local
Cota	221	Santa Barbara	Local







Appendix C: List of Preparers

The District 5 System Management Plan was prepared by the Transportation Planning Division. The following Caltrans staff contributed to this document:

Brandy Rider, Senior Transportation Planner

Espino, Claudia, PE Senior Transportation Engineer

Hana Mengsteab, Associate Transportation Planner

Orchid Monroy-Ochoa, Associate Transportation Planner

Jimmy Ochoa, Associate Transportation Planner

Kelly McClendon, Associate Transportation Planner