



UPDATED

Business Plan

SEPTEMBER 2009

VOLUME I

*"Decision - Makers
Guide to Improving
the Route 99 Corridor"*



PREPARED BY:

CALTRANS DISTRICT 6 and 10

BUSINESS PLAN DEVELOPMENT TEAM

Alan McCuen	Project Manager - Caltrans District 6
Annette Clark	Advisory Committee - Caltrans District 10
Wil Ridder	Advisory Committee - San Joaquin County Assn of Governments
Carlos Yamzon	Advisory Committee - Stanislaus Council of Governments
Matt Fell	Advisory Committee - Merced County Assn of Governments
Troy McNeil	Advisory Committee - Madera County Transportation Commission
Jennifer Dansby	Advisory Committee - Council of Fresno County Governments
Ben Giuliani	Advisory Committee - Tulare County Assn of Governments
Rob Ball	Advisory Committee - Kern Council of Governments
Phillip Sanchez	Advisory Committee - Caltrans Central Region - Project Management
Jeff Fowler	Caltrans District 6 Graphic Design
Elbert Cox	Caltrans District 6 Landscape Architect
Marco Sanchez	Caltrans District 6 District 6 Maintenance
Laurie Jurgens	Caltrans District 10 Traffic Operations
Dwane Hawkes	Caltrans District 10 Traffic Operations

Location Map

This Business Plan update encompasses three separate Volumes as noted below.

- Volume I: Route 99 Updated Business Plan
- Volume II: Updated Route 99 Business Plan - Financial Program
- Volume III: Updated Route 99 Business Plan - Appendices A, B, C, D, E

Volume I is the primary Business Plan document with Volume II and Volume III providing essential supporting information and data.

Route 99 first became a State highway in 1909, designated as Legislative Route Number 4. It was paved in about 1913–1914 and in the 1920's was redesignated as U.S. 99 and “The Golden State Highway.” Some segments of U.S. 99 were widened to 3 lanes in the 1930's and to 4 lanes during the 1930's, 40's, and 50's. Since that time, most areas have been upgraded to freeway by closing at-grade intersections, or replacing them with interchanges. The last stoplight on Route 99 in the San Joaquin Valley was eliminated by the Livingston Bypass project in 1996.

The Annual Daily Traffic (ADT) for Route 99 ranges from a current level of 38,000 vehicles near Chowchilla in Madera County to over 100,000 vehicles in Bakersfield, Fresno, Modesto, and Stockton. The projected traffic volume in 2030 is from 84,000 to 217,000 vehicles. Truck traffic accounts for anywhere from 10 percent at Ming Avenue in central Bakersfield to nearly 30 percent in north Bakersfield in Kern County. The statewide average for truck volumes is about 9 percent.

Business Plan Goals

Following is a list of the goals for this Business Plan update:

- Update 2005 Business Plan data and projects to current status.
- Establish a mutually agreed upon Corridor Financial Program for completion of Business Plan project improvements.
 - a) Includes current and future funding sources
 - b) Includes an updated comprehensive list of major project improvements
 - c) Includes joint funding agreements
- Update, enhance and apply corridor performance measures.
- Establish mutually agreed upon Corridor System Management Plan (CSMP) policies that serve as overarching guidance that integrates sub-area CSMPs for the benefit of the corridor.
- Establish strategies that maximize the effectiveness of STIP and SHOPP type projects.
- Support and apply the adopted principles/outcomes of the Regional Blueprint as appropriate.
- Establish a corridor Right of Way preservation strategy that is universally accepted.
- Identify the economic benefit associated with an improved transportation corridor.



Route 99 Projects

Route 99 faces many challenges now, and in the years ahead. The most significant of these include: increases in ADT and truck traffic, encroaching development, and lack of adequate funding.

While the focus of the projects identified in this Business Plan is to increase capacity to meet demand or improve operations, safety is still the single most important consideration for Route 99. Caltrans has and continues to make good progress toward adding median barriers where appropriate to reduce or eliminate cross median accidents. In fact there are only six miles of warranted median barrier remaining along the entire 274 mile corridor. These and other safety projects are typically dealt with through the State Highway Operations and Protection Program (SHOPP). One of the most critical safety issues on the route, however, are at-grade intersections where traffic can enter, exit, or cross the freeway without the benefit of an interchange.

As a result of projects either under construction or now fully funded all existing at grade intersections will be eliminated within the next five years.

While there are many different types of projects developed by Caltrans, MPOs, Local Tax Measure Authorities, and other local agencies for the Route 99 corridor, this Business Plan focuses on major STIP improvement projects in excess of \$8 million. For the purpose of this Business Plan, these projects have been grouped into four Priority Categories. These include:

Priority Category 1—Freeway Conversion

Because all non-freeway sections either have been or will be eliminated within five years this Priority Category is now deemed complete and is only included in this Business Plan update for information purposes.

Priority Category 2—Capacity-Increasing Projects

Priority Category 2 consists of projects that will widen Route 99 to a minimum of 6 lanes throughout the corridor. Projects to widen Route 99 to 8 lanes in some urban areas, where feasible, are also included in this category. While the primary goal of these projects is to increase capacity to meet demand, there are safety benefits as well. Eliminating or reducing the incidences of stop-and-go traffic on the route will reduce the number of congestion-related accidents that currently occur.



Priority Category 3—Major Operational Improvements

This category consists of projects that will improve existing outdated interchanges and construct auxiliary lanes in urban areas. As with Priority Category 2, these projects also have a safety-related benefit.

Priority Category 4—New Interchanges

Priority Category 4 consists of projects that will construct interchanges at new locations on Route 99. The new interchanges are proposed to accommodate growth and development along Route 99.

Summary Status of Priority Categories

With the completion of all Priority Category 1 projects the focus of this Business Plan update turns to Category 2. The goal of Priority Category 2 is to increase capacity and provide a minimum 6-lane roadway. There are 22 Priority Category 2 projects that either have no funding or are partially funded. Twelve of the remaining 20 capacity-increasing candidate projects propose to convert 4-lane segments to 6 lanes. The remaining nine capacity-increasing

After completion of all projects constructed, under construction, and fully funded to widen to 6-lanes 175 miles or 64% of the corridor will have satisfied the 6-lane minimum goal.

projects propose to convert existing 6-lane segments to 8 lanes. Although there is a defined goal of achieving a minimum 6-lane facility, 4- to 6-lane projects may not always take precedence over 8-lane projects because of more pressing safety or congestion issues on a 6- to 8-lane widening segment.

Projects that propose improvements to roadway operations are in Priority Category 3. There are 28 Priority Category 3 projects remaining that either have no funding or are partially funded. Priority Category 3 projects included in this Business Plan consist of major auxiliary lane projects and improvements to existing interchanges. Operational interchange projects will vary in magnitude of scope. A small-scale project might construct additional ramp lanes, signalize ramp intersections, and/or improve ramp geometry. A larger scale project might replace a structure or structures or modify the entire configuration of the interchange. The scope of these projects would be determined based on the project’s stated purpose and need.

New interchange projects, typically prompted by a need to improve local road circulation and access due to ongoing local development, are in Priority Category 4. Three of the four original new interchange projects have no funding while one is fully funded.



There were 67 original projects that were prioritized into the four Priority Categories as a part of the 2005 Business Plan effort. Three of the original 67 projects have been split into two segments each so there are now 70 projects listed. As a result of the recent success to fully fund projects and delivery of projects to construction over the past three years 55 projects are either partially funded or have no committed funding. These projects are the primary focus of this Business Plan update.

The total estimated cost to complete the Business Plan, in 2009 dollars, has been reduced by 25% from \$6.0 billion to \$4.5 billion.

Goods Movement

Goods movement in California represents a significant factor in economic growth and job creation. Efficient goods movement in the San Joaquin Valley is essential to the viability of the nation's largest agricultural economy. Goods movement also plays a role in efforts to reduce the region's unemployment rate, one of the highest in the country.

In 2006 *Go California* specifically identified the Central Valley as one of four "Port to Border" regional corridors. Route 99 is identified as a "Major International Trade Highway Route" in the California "Goods Movement Action Plan," dated 2007. A safe and efficient Route 99 transportation corridor is vital to the economic vitality of the San Joaquin Valley. Improved transportation infrastructure will also contribute toward reduced air pollution.

The Route 99 capacity and operational improvements identified in this Business Plan are consistent with the "Goods Movement Action Plan" and represent a key contribution toward improving the efficiency of goods movement. In addition, upgrades of older Route 99 segments and interchanges are essential to meet the truck access standards of the Federal Surface Transportation Assistance Act. This is particularly important as new distribution centers and businesses locate to new or expanding areas.

Just-in-time goods delivery systems and very large regional distribution centers locating in the San Joaquin Valley provide more responsive customer service and reduced inventory storage costs to the business community. However, the result of just-in-time delivery from a roadway perspective has been higher than historical growth in truck volumes on Route 99. Truck volumes on the route vary from 10 to 30 percent, as compared to the statewide average of 9 percent. Truck vehicle miles traveled in the San Joaquin Valley region are projected to increase by 60 percent over the next 20 years. The Business Plan strategies to add capacity, improve operations, use long-life pavement where appropriate, and enlarge and add new Safety Roadside Rest Areas will all contribute to safer and more efficient goods movement.

