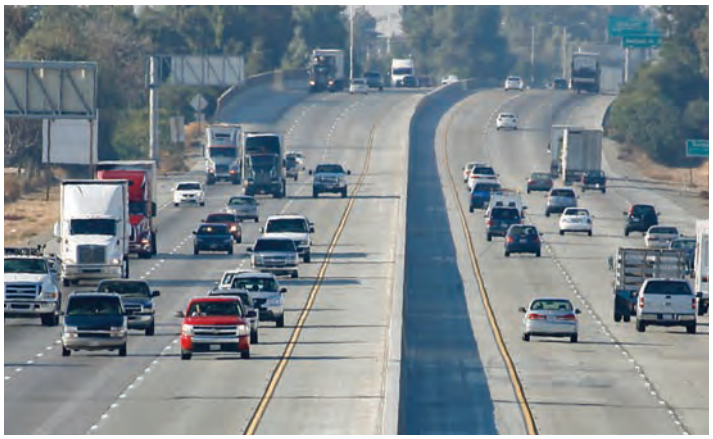
INTERREGIONAL TRANSPORTATION STRATEGIC PLAN

HIGHWAY PLAN
Interregional Transportation Strategic Plan



Overview

The 2011 Interregional Transportation Strategic Plan (ITSP) is being created by Caltrans to provide updated guidance for statewide transportation system development that connects California's major urban areas and regions via highway and passenger rail. This update to the original 1998 ITSP will reflect legislative and policy changes affecting highway planning, identify route improvements that have occurred since the 1998 plan, and address new matters that were at issue in 1998. This update does not remove or add routes as compared with the previous plan. The 2011 update is expected to be completed by the end of 2011.

Background

The 1998 ITSP was written in response to the passage of Senate Bill (SB) 45 in 1997. SB 45 significantly restructured the process for programming State transportation funds, with 25% of the State Transportation Improvement Program (STIP) funds going to Interregional Transportation Improvement Program (ITIP) projects and 75% going to Regional Transportation Improvement Program (RTIP) projects. The ITSP identifies priority interregional projects for funding consideration under the 25% funding share going to ITIP projects. Funding from the ITIP is provided for both highway and passenger rail projects. Passenger rail planning issues are addressed by the companion California State Rail Plan Fact Sheet that appears elsewhere in this CIB document.

Purpose

A primary purpose of the ITSP is the identification and prioritization of highway system improvements for the Interregional Road System (IRRS). The set of highway routes that constitutes the IRRS was identified in statute in 1989 and includes 93 State Highway Routes or portions of routes (out of 244 State Routes).

The 93 routes include a subset of 34 High Emphasis Routes that are of particular importance from a statewide perspective. There is a further refinement of the 34 High Emphasis Routes that identifies 10 Focus Routes. These 10 Focus Routes represent the IRRS corridors that are of highest priority for completion to at least the "minimum facility standard" (upgrading to freeway or expressway) during the 20-year planning horizon of the ITSP. In general, the 10 Focus Routes roughly create a north-south and east-west grid of state highways that connects all of California's major urban areas and regions. The ITSP identifies specific projects needed to bring the Focus Routes up to the concept standard.

Updating the ITSP – New Considerations

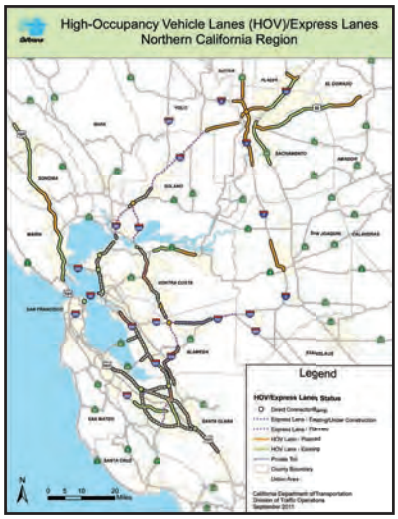
The 2011 ITSP addresses a broad range of modes and transportation planning strategies so that it helps inform the development of other Caltrans planning efforts such as the CIB, the State Rail Plan and the Freight Mobility Plan. In addition to upgrading key highways to better meet interregional travel needs, highway planning at Caltrans is focusing on optimizing the use of existing facilities through corridor system management, completion of interconnected High Occupancy Vehicle (HOV) or managed lane network in our large urban areas, and real-time multimodal operations on some of our most congested urban transportation corridors. At the same time that we're developing high-tech, high-

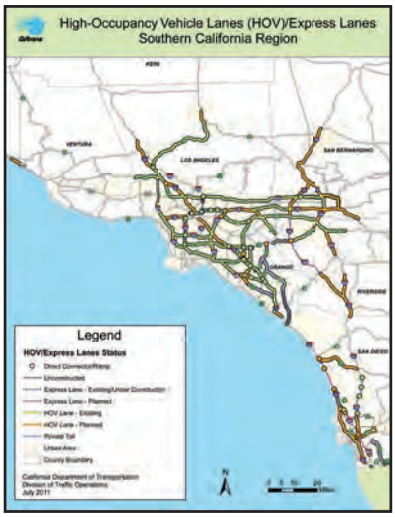
capacity managed lanes, we're also working to meet the needs of all travelers by implementing Complete Streets concepts that better serve pedestrians, bicyclists and transit riders.

All of these projects and system management strategies are being refined to create a statewide vision for an integrated, multimodal transportation system that will complement regional plans and land use, as well as assist the State in meeting future emission standard requirements. Both the CIB and ITSP documents will act as planning tools that can be used to diversify intermodal systems resulting in a more efficient and comprehensive transportation system. Such coordination efforts are crucial to creating a balanced and sustainable interregional system.

Next Steps

It is anticipated that the 2015 ITSP update will reevaluate the list of High Emphasis Focus Routes and associated projects to coincide with the release of the California Transportation Plan in 2015. The update process will benefit from the availability of new statewide modeling tools.





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