

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 21-22, 2015

Reference No.: 4.5
Action

From: WILL KEMPTON
Executive Director

Subject: **APPROVAL OF THE INTERREGIONAL TRANSPORTATION STRATEGIC PLAN**

ISSUE:

Government Code Section 14524.4 requires the Department to submit to the Commission for approval by June 30, 2015, an Interregional Transportation Strategic Plan (ITSP) directed at achieving a high functioning and balanced transportation system.

The Department transmitted the 2015 ITSP to the Commission on June 30, 2015, for approval at the Commission's August 27, 2015 meeting. The Commission deferred approval to the October meeting to ensure that stakeholders were provided sufficient time to review the final proposed plan.

RECOMMENDATION:

Staff recommends the Commission approve the ITSP, including permission for the Department to make non-substantive changes to address errors, on the condition that the changes shown on the attachment, in strikethrough and bold, are made.

BACKGROUND:

SB 486, Chapter 917, signed by the Governor on September 30, 2014, added Section 14524.4 to the Government Code requiring the Department to submit to the Commission for approval an interregional transportation strategic plan. This plan is to be directed at achieving a high function and balanced transportation system, and be action oriented and pragmatic, considering both the short-term and long-term future, and presenting clear, concise policy guidance to the Department for managing the state's transportation system. The ITSP must inform proposed programming in the Interregional Transportation Improvement Program, an element of the State Transportation Improvement Program.

Proposed amendments to 2015 ITSP dated June 30, 2015
(~~strikethrough~~ and **bold**)

Page xiv – third full paragraph:

This document, the **2015** Interregional Transportation Strategic Plan (ITSP), **is the long range planning document for the interregional transportation system. The vision and objectives in the 2015 ITSP are significantly different than the objectives of the 1998 ITSP. While the 1998 ITSP objectives focus is on connecting all urban, urbanizing and high-growth areas to the trunk system at expressway or freeway standards, the objectives of the 2015 ITSP focus on improving the interregional movement of people and freight in a safe and sustainable manner that supports the economy. The 2015 ITSP** identifies 11 Strategic Interregional Corridors. These corridors are typically characterized by high volumes of freight movement and significant recreational tourism. These corridors have been identified as the most significant interregional travel corridors in California.

Page xv – last paragraph:

Within the Strategic Interregional Corridors, Priority Interregional Facilities have been identified as being the most significant intercity passenger rail and highways that serve interregional travel. These facilities are expected to be the focus of ITIP investment in the future based on direction provided in Chapter 5. **The IRRS facilities not identified still hold interregional significance for cities, counties, regional agencies, and the State, and are eligible for funding through a variety of sources, including the ITIP. Projects on non-Priority Interregional Facilities can be funded through the ITIP, but must show significant statewide interregional value and meet the identified ITIP funding goals.**

Page 5 – final paragraph:

Analysis of the interregional transportation system will continue and will be used in the development of the ITIP and the next ITSP, which will be updated regularly to maintain consistency with the CTP. ~~2040.~~

Page 5 – insert new paragraph at the bottom of the page:

Statute requires that the ITSP be consistent with the CTP as updated pursuant to Government Code Section 65071. The CTP has not yet been updated at the time of completion of the 2015 ITSP. Therefore, the Department intends to provide to the California Transportation Commission an update to the 2015 ITSP after the next CTP has been approved. This update may consist of amendments to the ITSP, or may be a letter to the Commission stating that no changes are required.

Page 11 – third paragraph:

The identification of Strategic Interregional Corridors helps provide guidance on transportation investment for Caltrans and its partners. ~~Both the CTC 2040 and The ITSP have~~ **has** identified short-term and long-term transportation priorities.

Page 12 – Senate Bill 391:

SB 391 requires Caltrans to update the ~~CTP California Transportation Plan (CTP)~~ every five years. It also requires the CTP to show how the State will achieve statewide GHG emission reductions to meet the goals of AB 32 and ~~EO Executive Order S-3-05~~. Additionally, it ~~notes~~ **requires** that Caltrans shall consider “the use of fuels, new vehicle technology, tailpipe emissions reductions, and expansion of public transit, commuter rail, intercity rail, bicycling, and walking.” Last, it requires the CTP to identify the statewide integrated multimodal transportation system needed to achieve those results. In response, Caltrans developed the California Interregional Blueprint (CIB), which laid the foundation for the CTP 2040, **which is under development and planned for completion December 2015**.

Page 13 – add discussion of Executive Order B-32-15:

Governor Edmund G. Brown Jr. signed Executive Order B-32-15 on July 17, 2015, which calls for the development of an integrated action plan by July 2016 that establishes clear targets to improve freight efficiency, transition to zero-emission technologies, and increase competitiveness of California’s freight system. The action plan must be developed through partnerships by the Agency Secretaries of State Transportation, Environmental Protection, and Natural Resources, along with other relevant state departments including the Air Resources Board, Caltrans, Energy Commission, and the Governor’s Office of Business and Economic Development.

Other requirements of the executive order include:

- **Identification of State policies, programs, and investments to achieve the listed targets.**
- **The plan must be informed by existing state agency strategies, including the California Freight Mobility Plan, Sustainable Freight Pathways to Zero and Near-Zero Emissions, the Integrated Energy Policy Report, as well as broad stakeholder input.**
- **Initiate work this year on corridor-level freight pilot projects within the State’s primary trade corridors that integrate advanced technologies, alternative fuels, freight and fuel infrastructure, and local economic development opportunities.**

This new freight strategy will prove essential to meeting California’s air quality and climate goals by evolving the state’s freight system into a more efficient, competitive, and sustainable program.

Page 17 – Section 1.5: Statewide Planning Considerations – add discussion of the State’s economy:

Economy

California continues to recover from the “Great Recession” that lasted from December 2007 to June 2009. California’s positive economic outlook can be sustained through the creation of an attractive business climate, building confidence in the economy, and investment in an efficient, clean transportation system. Transportation stimulates the economy by providing access to jobs, education, health care, goods and services, and recreational activities.

Goods and services reach international, national, regional and tribal markets through the transportation system. Annually, California businesses export goods worth approximately \$162 billion to over 225 foreign countries. California’s economy is dependent on the well-being of businesses and households that depend on a reliable transportation network. A sustainable, efficient, cost-effective and reliable transportation system can alleviate increasing competition from California’s neighbors.

Page 24 – Table 4: Goals Comparison Chart:

Remove the CTP 2040 column.

Page 25 – final paragraph:

CTP 2025, the current plan, was approved in 2006 and updated by a 2030 Addendum in 2007. In response to SB 391, CTP 2040 was initiated in early 2010 with the development of the CIB. 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 development of the **upcoming** CTP 2040, which is expected to receive approval by the Secretary of the CalSTA in December 2015 **after the ITSP is completed and submitted to the Commission for approval.**

Page 29 – first and second paragraphs:

System Planning is **the term used to describe** Caltrans’ long-range (20-25 year) transportation planning process that evaluates existing and future operating conditions on the SHS and recommends enhancements to improve system operations and mobility. California Government Code **Section 65086** states that Caltrans, in consultation with transportation planning agencies, county transportation commissions, counties and cities, shall carry out long-term SHS planning to identify future highway improvements. In compliance with ~~California Government Code~~ **Section 65086**, the purpose of system planning is to provide a long-term assessment of the SHS to identify current and future improvement. It is a continuous, cooperative, and comprehensive process that considers the entire transportation system, including all transportation modes and facilities.

The core system planning documents, **managed and developed by Caltrans' Division of Transportation Planning and individual districts**, include the ITSP, District System Management Plans (DSMP), DSMP Project List, Corridor System Management Plans (DSMP), and Transportation Concept Reports (TCR), as seen in Figure 6. **These plans influence, and are influenced by, other plans developed by Caltrans and other local, regional and statewide partners. Current and future asset management plans and activities will be significantly linked to the core system planning documents.**

Caltrans has a vital role in the development and management of California's transportation system by providing valuable planning and analysis from the statewide interregional perspective. This perspective ensures that essential multiregional access continues to support California's vibrant economy.

Page 31 – first paragraph:

Tribal governments provided essential tribal input to guide the direction of the 2015 ITSP. Through ongoing coordination, tribal governments helped draft policies and practices that will ensure tribal transportation goals and needs are considered and addressed throughout all of the State's long-range plans. Engagement efforts during the development of the **upcoming CTP 2040, to be completed December 2015**, in conjunction with the development of the CFMP and ITSP, included a series of tribal listening sessions.

Page 48 – passenger rail graphs:

Correct the graph showing annual ridership to show fiscal years on horizontal axis. Add a graph showing population growth for those same years, or add a line showing population growth on the existing ridership graph.

Add a graph showing the state subsidy for each route, each year, using the same years as on the ridership growth graph.

Page 174 – Section 5.3: Project Evaluation Criteria:

~~The following are suggested guidelines for evaluating individual projects for ITIP funding. An overriding consideration is whether the project proposal is consistent with development strategies laid out in this document and is consistent with the near term focus noted above. Among projects that meet those requirements, project evaluation should be based on, but not limited to, the following six objectives: accessibility, reliability, safety, sustainability, economy, and integration. Project evaluation criteria are vital to the implementation of the ITSP. The criteria will be used to evaluate projects to ensure they meet the goals and policies outlined in this plan, including meeting legislative requirements and executive orders as described in Chapter 1.~~

The project evaluation criteria **are based on the six objectives identified in Chapter 2: accessibility, reliability, safety, sustainability, economy and integration. These criteria** will be refined before each STIP cycle to incorporate new policies, altered circumstances, and legislation changes. Identifying very

specific project selection scoring criteria at this time would limit the flexibility of Caltrans to utilize new information and analysis tools to create more accurate assessment methodology.

Page 175 – under Sustainability, add new item #1 and renumber the remainder accordingly:

How does the project address the GHG reduction and life-cycle cost requirements identified in Executive Orders S-3-05 and B-30-15?

Page 175 – under Economy, add new item #1 and renumber the remainder accordingly:

How does the project meet the freight targets outlined in the integrated freight action plan required by Executive Order B-32-15?

TERRI ANDERSEN – Nevada City City Council
NATE BEASON – Nevada County Board of Supervisors
CAROLYN WALLACE DEE – Truckee Town Council
JASON FOUYER – Grass Valley City Council (2015 Vice-Chair)
ANN GUERRA – Member-At-Large
LARRY JOSTES – Member-At-Large (2015 Chairman)
ED SCOFIELD – Nevada County Board of Supervisors



DANIEL B. LANDON, Executive Director
Nevada County Transportation Commission
Nevada County Airport Land Use Commission

Grass Valley • Nevada City

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COMMISSION

File: 260.0

August 13, 2015

Will Kempton, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Mr. Kempton:

SUBJECT: Proposed Adoption of the *2015 Interregional Transportation Strategic Plan (ITSP)*

The Nevada County Transportation Commission (NCTC) respectfully requests the CTC take into consideration the facts provided in this letter at its August meeting and include SR 20 and SR 49 in the identified Strategic Interregional Corridors in the adoption of 2015 ITSP.

The NCTC has been a committed partner with Caltrans in the planning, programming, and construction of improvements in the SR 20 and SR 49 corridors in Nevada County. The *1998 ITSP* included both State Route SR 20 and SR 49 corridors as “Focus Routes”. As Focus Routes these facilities were identified as part of the ten Interregional Road System (IRRS) corridors of highest priority in the state for completion to minimum facility standards in the twenty year period. All of the Focus Routes with the exception of SR 20, SR 49, SR 198, and SR 395 were included in the proposed Strategic Interregional Corridors. The improvement of SR 20 and SR 49, and the continued partnership with Caltrans, are a top regional priority in Nevada County.

The development of the *Draft 2015 ITSP* update included a shift away from the previous priority route designation of Focus Routes to acknowledge more of a multi-modal approach to planning improvements in the IRRS corridors, and proposes what are now called “Strategic Interregional Corridors”. However, when the *Draft 2015 ITSP* was released, NCTC was troubled to learn that SR 20 and SR 49 were not included in any of the proposed Strategic Interregional Corridors. Eighteen comment letters, including the one from NCTC, expressing concerns and arguing the merit of inclusion in the Strategic Interregional Corridors were submitted to Caltrans, but there has been no response received to date.

The *Draft 2015 ITSP*, in reference to the *1998 ITSP*, states, “Those funding priorities have not changed, however significant statewide policies and goals have emerged since then”. The omission of the SR 20 corridor (east of Interstate 5 to Interstate 80) and the SR 49 corridor (Grass Valley to Interstate 80), from inclusion in the identified Strategic Interregional Corridors in the *Draft 2015 ITSP* is not consistent with previous priorities and does not reflect the interregional importance of these corridors. The *Draft 2015 ITSP* also states, “A goal of this ITSP is to develop a more realistic interregional investment strategy that better match current funding levels and restrictions.” The ITSP should be a comprehensive plan for the interregional

system and not a plan that is developed on the basis of current financial constraints. NCTC recognizes that funding constraints in the Interregional Improvement Program (IIP) may, in the short-term, direct funding priorities to other corridors, but not including SR 20 and SR 49 in Strategic Interregional Corridors clearly leaves the improvements needed in these corridors with no realistic hope of being completed. Failing to invest in the improvement of these corridors will have a significant negative effect on both the regional and state economy.

The SR 20 and SR 49 corridors serve the major east/west interregional movement for people and goods across the northern Central Valley, linking U.S. 101, Interstate 5, SR 99, SR 70, and Interstate 80. These routes are part of a North state “crossroads” or “hub” for agricultural goods movement in the North Valley and through the Yuba City/Marysville urbanized area for connections to SR 99 and SR 70; and connect the SR 49 corridor in Nevada and Placer County to Interstate 80. SR 44 from Susanville to I-5 at Redding, also a former Focus Route, was included in the North Coast-Northern Nevada Strategic Interregional Corridor. However, the segment of SR 20, east of I-5 to I-80, and SR 49 from SR 20 to I-80, were not included in a strategic corridor, notwithstanding the fact that truck traffic on SR 20 and SR 49 are 4.5 and 3.2 times higher than truck traffic on SR 44.

Additionally, both SR 20 and SR 49 are utilized as Emergency Detour Routes when Interstate 80 is closed for major accidents, wildfires, and construction and are designated to be able to handle STAA and CA Legal Trucks. Data collected by the Caltrans District 3 Traffic Management Center indicate that between 2004 and 2014 there were 188 closures of Interstate 80 where truck traffic and passenger vehicles were rerouted onto SR 20 and SR49.

Segments of SR 49 currently operate at Level of Service “F” during peak periods. The *2015 Caltrans District 3 Goods Movement Study* projects that between 2012 and 2032, the vehicle-miles traveled by heavy duty trucks (5+ axle trucks) is forecast to increase 69% in Nevada County. In addition, the study identifies SR 49 as having a high deficiency for goods movement mobility in the base year, and in the no-build forecast, both SR 20 and SR 49 are identified as having high deficiency for goods movement mobility. SR 20, east of the Yuba County/Nevada County border, is identified as a segment of highest priority in Caltrans District 3 for improving goods movement mobility. Improving freight transportation infrastructure and maintaining an efficient transportation system that provides for effective goods movement, allows local businesses to transport goods within Nevada County, and to markets outside of the area. It is important for NCTC and Caltrans to continue to partner in order to deliver improvements that reduce congestion, improve safety, reduce delays, and increase throughput in the SR 20 and SR 49 corridors.

SR 49 acts as a lifeline route to several communities in Nevada, Placer, and Sierra Counties, and is the major interregional state highway connecting to the Interstate 80 gateway. SR 49 also plays a key role in providing interregional multi-modal connectivity, as an interregional public transit corridor providing connections to Placer County Transit and Amtrak Capital Corridor Inner-City Passenger Rail, at the Auburn Conheim Multimodal Station. In addition, completion of the planned improvements in the SR 49 corridor will enhance its existing function as an interregional bicycle facility.

SR 49 from Dry Creek Road in Placer County to south of the McKnight Way Interchange in Nevada County is also designated as a “Safety Corridor” and daylight/headlight section. A Safety Corridor is a segment of highway with potential for fatal and severe collisions that is identified and focused on by the state and local officials, with increased enforcement, public

awareness measures, and short-term and long-term highway improvements in order to reduce and prevent fatal and severe collisions. Improvements in this key corridor will improve safety, reduce congestion, provide multi-modal connections, and assist in achieving attainment of the federal ozone air quality standards, as well as statewide greenhouse gas emission reduction goals.

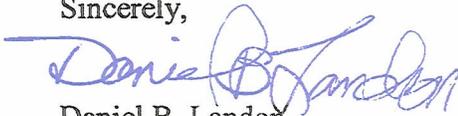
The funding partnership between NCTC and Caltrans advances both regional and statewide goals and leverages additional funding. Without the critical partnership of both IIP and Regional Improvement Program (RIP) funds, NCTC and Caltrans will not be able to complete the improvements in these key interregional corridors. Improvements in the SR 49 corridor are a top regional priority of the NCTC and will continue to be one of the top priorities in current and future State Transportation Improvement Program (STIP) cycles. Previous Caltrans investments of approximately \$20.7 million (\$18.7 million of IIP funding and \$2.0 million of American Recovery and Reinvestment Act funding) in the SR 49 corridor have leveraged approximately \$23.7 million (\$17.5 million of RIP funding and \$6.2 million of Proposition 1B Corridor Mobility Improvement Account) funding committed by NCTC.

NCTC, in the 2014 STIP, programmed \$3 million of RIP funds in FY 2015/16 for Project Approval/Environmental Documentation (PA/ED) for the next phase of widening SR 49, from the northern limits of the SR 49/La Barr Meadows Road Project to the McKnight Way Interchange in Grass Valley; and programmed \$3 million of RIP funds in FY 2017/18 for Plans, Specifications, and Estimates (PS&E). Partnership with Caltrans is critical to completing the planned improvements in the SR 49 corridor.

In order to honor the existing partnerships and commitments that have been made with Caltrans, and to continue to work collaboratively to fund the improvements in these priority interregional corridors, it is critical that the SR 20 (east of Interstate 5 to Interstate 80) and SR 49 (Grass Valley to Interstate 80) be included as part of the new Strategic Interregional Corridors in the 2015 ITSP.

Thank you again for your consideration of these important facts.

Sincerely,



Daniel B. Landon
Executive Director

cc: Assemblyman Brian Dahle
First Assembly District

Malcolm Dougherty, Director
California Department of Transportation

Senator Ted Gaines
First Senate District

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR

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September 25, 2015

Will Kempton, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Mr. ~~Kempton~~ *Will*:

The California Department of Transportation (Caltrans) received your comments on the draft 2015 Interregional Transportation Strategic Plan (2015 ITSP). Thank you for taking the time to provide input, including specific connections to major seaports and commercial airports, Interstate 5, State Route 74, and the nexus between the 2015 ITSP and the 2015 Interregional Transportation Improvement Program.

The following changes were made in the 2015 ITSP to incorporate your comments:

- Connections to major seaports and commercial airports were identified in the appropriate corridor and corridor concept maps. The 2015 ITSP also includes a California Freight Mobility section with maps highlighting the key freight network facilities, including highways, rail corridors, airports, seaports, and international land ports, throughout the state.
- Interstate 5, in Southern California, was added as a Priority Interregional Facility in the South Coast-Central Coast Corridor, because it is an important element of a significant interregional freight facility. On the other hand, State Route 74 was not added as a Priority Interregional Facility, because traffic analysis data showed it currently does not facilitate significant freight movement.
- The connection between the 2015 ITSP, and the development of the 2015 Interregional Transportation Improvement Program, was also emphasized. Projects considered for inclusion in the 2015 Interregional Transportation Improvement Program will be analyzed based on the six objectives, and the Project Evaluation Criteria, outlined in Chapter 5 of the 2015 ITSP.

Thank you again for your comments on the draft 2015 ITSP, and I look forward to continuing to work with you, and the California Transportation Commission, on delivering Californians the highest quality transportation system.

Sincerely,

A handwritten signature in blue ink, appearing to read "Malcolm Dougherty".

MALCOLM DOUGHERTY
Director

TERRI ANDERSEN – Nevada City City Council
NATE BEASON – Nevada County Board of Supervisors
CAROLYN WALLACE DEE – Truckee Town Council
JASON FOUYER – Grass Valley City Council (2015 Vice-Chair)
ANN GUERRA – Member-At-Large
LARRY JOSTES – Member-At-Large (2015 Chairman)
ED SCOFIELD – Nevada County Board of Supervisors



DANIEL B. LANDON, Executive Director
Nevada County Transportation Commission
Nevada County Airport Land Use Commission

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File: 260.0
370.0

September 25, 2015

Will Kempton, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814



Dear Mr. Kempton:

Subject: Proposed Adoption of the 2015 Interregional Transportation Strategic Plan (ITSP).

The Nevada County Transportation Commission (NCTC), Colusa County Transportation Commission (CCTC), Placer County Transportation Planning Agency (PCTPA), and the Sacramento Area Council of Governments (SACOG) respectfully request that the California Transportation Commission (CTC), as part of the adoption of the 2015 ITSP, direct Caltrans to expand the North Coast – Northern Nevada Strategic Interregional Corridor to include the segments of State Route (SR) 20 (east of Interstate 5 to Interstate 80) and SR 49 (south of SR 20 to Interstate 80).

The 1998 ITSP included both of the aforementioned segments of the SR 20 and SR 49 corridors as “Focus Routes” and identified them as major east-west interregional connectors. As Focus Routes these facilities were identified as part of the ten Interregional Road System (IRRS) corridors of highest priority in the state for completion to minimum facility standards in the twenty-year period.

In order to honor the existing partnerships and commitments that have been made with Caltrans, and to maintain the opportunity to work collaboratively to fund the identified improvements in these priority interregional corridors, it is critical that the segments of SR 20 (east of Interstate 5 to Interstate 80) and SR 49 (south of SR 20 to Interstate 80) be included in the North Coast – Northern Nevada Strategic Interregional Corridor as part of the adoption of the 2015 ITSP.

Thank you again for your consideration.

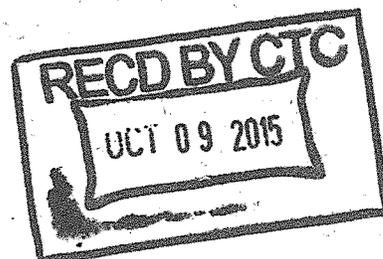
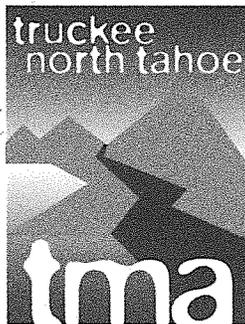
Sincerely,

Daniel B. Landon
Executive Director, NCTC

Celia McAdam
Executive Director, PCTPA

Scott M. Lanphier
Executive Director, CCTC

Mike McKeever
Chief Executive Officer, SACOG



October 2, 2015

Will Kempton, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Mr. Kempton:

SUBJECT: Adoption of the 2015 Interregional Transportation Strategic Plan (ITSP)

The Truckee North Tahoe Transportation Management Association (TNT-TMA) respectfully requests the California Transportation Commission (CTC), in the adoption of the 2015 ITSP, to expand the North Coast-Northern Nevada Strategic Interregional Corridor to include the segments of State Route 20 (east of I-5) and SR 49 (south of SR 20 to I-80).

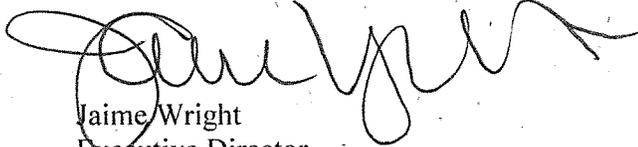
TNT-TMA is a committed partner in improving access to the recreational and tourism activities in the Truckee-North Tahoe region and identifying and implementing transportation solutions in the region. The TNT-TMA was a participant in the *Bay to Tahoe Basin Recreation and Tourism Travel Impact Study* completed in October 2014. This study evaluated the impacts of regional and interregional tourism traffic on the rural state highway systems in Nevada, Placer, El Dorado, and Amador counties and the bi-state Lake Tahoe Basin. The study determined that approximately 4 million visitors from the Sacramento and Bay Area regions, make approximately 8 million visits annually to the study area. Bluetooth data collected for the study identified that approximately 34% of the traffic in the SR 20/49 corridor during the peak tourism season can be attributed to tourist traffic with a destination in the Tahoe Basin.

A transportation network functions properly when it successfully supports vital social and economic connections between and within regions. This is particularly true when a region's economy is dependent on travel and tourism. Improvements are needed in the SR 20 and SR 49 corridors to ensure they can adequately and safely handle the large volumes of recreational, commuter, and truck traffic that are detoured through these corridors during closures to I-80 between Yuba Pass and Colfax. It is important for the aforementioned segments of State 20 and State Route 49 to be included in Strategic Interregional Corridors to provide opportunities for strategic partnership between the Nevada County Transportation Commission and Caltrans, to construct the needed improvements to ensure visitor's to and from the region have safe alternative access routes when I-80 is closed due to accidents, construction and maintenance activities, and wildfires.

Therefore, the Board of Directors and membership of the TNT-TMA respectfully requests the California Transportation Commission, in the adoption of the 2015 ITSP, to include the segments of State Route 20 and State Route 49, in the North Coast-Northern Nevada Strategic Interregional Corridor.

Thank you again for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jaime Wright', written over the printed name and title.

Jaime Wright
Executive Director

cc: Assemblyman Brian Dahle
First Assembly District
State Capitol, Suite 2158
Sacramento, CA 94249-0001

Senator Ted Gaines
First Assembly District
State Capitol, Room 3070
Sacramento, CA 95814

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 21-22, 2015

Reference No.: 4.5
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Katie Benouar, Chief
Division of
Transportation Planning

Subject: **APPROVAL OF THE 2015 INTERREGIONAL TRANSPORTATION STRATEGIC PLAN**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve the 2015 Interregional Transportation Strategic Plan (ITSP) as well as permit the Department authority to make any changes as it relates to and addresses non-substantive errors.

BACKGROUND:

As required by Senate Bill (SB) 486, the ITSP is to be directed at achieving a high functioning and balanced interregional transportation system, as well as inform development of the Interregional Transportation Improvement Program (ITIP) for programming in the State Transportation Improvement Program (STIP). The 2015 ITSP will be used to inform the development of the 2016 ITIP. As required by SB 486, the Department submitted the draft 2015 ITSP to the Commission for approval by June 30, 2015. This action item is considering the approval of that document.

The objectives in the 2015 ITSP are significantly different from the objectives of the 1998 ITSP, which reflect the differences between the new Priority Interregional Facilities and the previous Focus Routes. The policies in the 2015 ITSP center on improving the interregional movement of people and freight in a safe and sustainable manner that supports the economy versus connecting all urban, urbanizing, and high-growth areas to the trunk system at expressway or freeway standards.

The 2015 ITSP was developed in coordination with many individuals and agencies over the last year and a half. The coordination included working with local and regional agencies, Commission staff, the California State Transportation Agency, and the public. A draft plan was circulated for public comment in May of 2015 and the comments received were considered and integrated into the plan as appropriate, including the recommendations from the Commission comment letter dated June 2, 2015. Those comments from the Commission, as well as the comments received on the ITSP during the public comment period, can be found in the

attachment entitled “Draft 2015 Interregional Transportation Strategic Plan – Public Comment & Caltrans Responses”.

The ITSP submitted to the Commission on June 30, 2015 can be found at the following link:
http://www.dot.ca.gov/hq/tpp/offices/omsp/system_planning/docs/Final_2015_ITSP.pdf

Attachment

**Draft 2015 Interregional Transportation Strategic Plan
Public Comments and Caltrans Responses**

Caltrans received many comments on the draft 2015 Interregional Transportation Strategic Plan (ITSP) which was available for public review from May 11, 2015 to June 8, 2015. These comments were carefully considered and, as appropriate, integrated into the 2015 ITSP. The following matrix includes a summary of the comments received and a response on how they were used to create the final version of the 2015 ITSP that was submitted to the California Transportation Commission (CTC) for their approval on June 30, 2015.

Draft 2015 Interregional Transportation Strategic Plan Public Comments

Comment #	Name of Commenter	Organization	Public, District, MPO?	Chapter	Section	Comments	Addressed
1	Dahle, Brian	California State Assembly	State Legislator	N/A	N/A	Re-incorporate SR 49 and SR 20 into the 2015 ITSP as one of the Strategic Interregional Corridors	SR 49 and SR 20 were included in the Strategic Interregional Corridors, but not added as Priority Interregional Facilities. These are important routes to the local regions and the State, but other routes (I-5 and I-80 specifically) facilitate considerably higher levels of interregional people and freight movement.
2	Gaines, Ted	California State Senator	State Legislator	N/A	N/A	Re-incorporate SR 49 and SR 20 into the 2015 ITSP as one of the Strategic Interregional Corridors	SR 49 and SR 20 were included in the Strategic Interregional Corridors, but not added as Priority Interregional Facilities. These are important routes to the local regions and the State, but other routes (I-5 and I-80 specifically) facilitate considerably higher levels of interregional people and freight movement.
3	Gallegos, Gary	SANDAG	MPO	Chapter 4	4.3	Add I-5 as a Priority Facility in the South Coast Corridor	I-5 was added as a Priority Interregional Facility
4	Gallegos, Gary	SANDAG	MPO	Chapter 3	3.4	Replace Primary Freight Network map with adopted map in CFMP	The map was replaced.
5	Gallegos, Gary	SANDAG	MPO	Chapter 3	3.3	The ITSP may wish to note the ability of the High Speed Rail system to handle many intra-California trips that would otherwise need to be handled by air travel. This benefit of the HSR system may allow the limited capacity of many California airports to be focused on longer distance domestic and international trips.	Comment noted. This was included in the interregional priorities section of the San Jose/ San Francisco Bay Area - Central Valley - Los Angeles Corridor.
6	Gallegos, Gary	SANDAG	MPO	Chapter 3	3.5	Second paragraph, second sentence: it would be good to add a reference to the "8th largest economy in the world in 2013" statement. Gateways section, first sentence: consider stating as "international border land ports of entry."	Updated.
7	Gallegos, Gary	SANDAG	MPO	Chapter 3	3.5	Last Mile Connectors section, second sentence: Consider adding as follows "These roadways to sea and land ports, commercial airports..."	Updated.
8	Gallegos, Gary	SANDAG	MPO	Chapter 3	3.5	Draft Major Freight Facilities map, POE table: is the intent to not include land ports of entry serving rail? Calexico East serves Imperial County's truck trips, while Calexico (West) serves the UP service. Additional, San Ysidro in San Diego serves San Diego and Imperial Valley Railroad trains.	The map included was taken from the CFMP.
9	Cooper, Eileen	Friends of Del Norte	Public	N/A	N/A	Commends Caltrans for excluding US 199 and SR 197 from the ITSP. Email includes list of supporters against the expansion of US 199 and SR 197.	Comment noted.
10	Pedersen, Debbie	Modoc County Transportation Commission	Transportation Commission	N/A	N/A	Opposed to the deletion of US 395 from Susanville to Oregon; SR 49 from Auburn to Grass Valley; and SR 20 from I-80 to I-5.	SR 49 and SR 20 were included in the Strategic Interregional Corridors, but not added as Priority Interregional Facilities. These are important routes to the local regions and the State, but other routes (I-5 and I-80 specifically) facilitate considerably higher levels of interregional people and freight movement. The analysis of the Sacramento Valley to Oregon Corridor showed that I-5 had greater impact on the interregional transportation system than SR 395 from Susanville to Oregon.

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Comment #	Name of Commenter	Organization	Public, District, MPO?	Chapter	Section	Comments	Addressed
11	Quilter, Clint	Inyo County LTC	Transportation Commission	N/A	N/A	<p>Supports the identification of US 395 and SR 14 facilities as a high priority in the ITSP. Cites MOU between Mono, Inyo, Kern, and San Bernardino counties to allocate funds for improvements on both these facilities.</p> <p>Identifies funds dedicated to Eastern Sierra Transit Authority to extend service to regional hubs, such as service from Lone Pin to Reno, and Mammoth Lakes to Palmdale linking to Metrolink.</p>	Comment noted.
12	Landon, Daniel	NCTC	Transportation Commission			<p>Add SR 49 and SR 20 back into ITSP. Current iteration of Draft ITSP did not include analysis or modeling on recreational tourism.</p> <p>SR 49 and SR 20 are utilized as emergency detour routes when I-5 and I-80 are closed for major accidents, wildfires, and construction.</p> <p>Cites Nevada County's crop production value (23 million) and Caltrans District 3's Goods Movement Study and the heavy duty (5+ axle trucks) is forecast to increase by 69 percent.</p> <p>Cites historical partnership between NCTC and Caltrans; reiterates importance of partnership again in order to reduce congestion, improve safety, reduce delays, and increase throughput on SR 20 and SR 49 corridors. Additionally cites safety concerns and the letter from former District 3 Director Jody Jones.</p> <p>Cites that SR 49 is a lifeline route to several communities in Nevada, Placer, and Sierra Counties and is a multimodal corridor that provides connections to Placer County Transit and Amtrak Intercity Capital Corridor at Auburn's Conheim Multimodal Station. Completion of SR 49 will enhance the facility's existing function as an interregional bicycle facility.</p>	<p>SR 49 and SR 20 were included in the Strategic Interregional Corridors, but not added as Priority Interregional Facilities. These are important routes to the local regions and the State, but other routes (I-5 and I-80 specifically) facilitate considerably higher levels of interregional people and freight movement.</p> <p>Alternate routes were not included in the list of the Priority Interregional Facilities.</p> <p>The 69% increase in freight is significant, but the majority of the trips in Nevada County are projected to be on I-80, which is included as a Priority Interregional Facility. The value of freight movement on I-80 from San Francisco to Northern Nevada is expected to increase 90% from \$4.4 billion to \$8.3 billion by 2040. Even with an increase in freight movement on SR 49, I-80 is expected to remain the most significant highway for interregional travel through the corridor.</p> <p>District 3 will continue to partner with NCTC to develop system improvements. Safety concerns can be address through a variety of funding sources including SHOPP. Also, projects proposed for SR 49 and SR 20 will be assess through the project evaluation criteria and can be funded if they score high.</p>

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Comment #	Name of Commenter	Organization	Public, District, MPO?	Chapter	Section	Comments	Addressed
13	Smith, Paul	Rural County Representatives of California	Public	N/A	N/A	<p>Include highway facilities from previous ITSP in 2015 ITSP (SR 20, 49, 198, and US 395) in order to compete for ITIP funding. Concerned that connectivity will be loss for many counties located in North state area in California. Cites 20 year planning horizon to 2033, based on the 2013 ITSP Status Update.</p> <p>Suggests that analysis should have included recreational travel and tourism along with Goods movement.</p>	<p>Many highways from the Focus Routes were included in the list of Priority Interregional Facilities including SR 299, SR 44, SR 36, the majority of US 395, SR 14, SR 152, SR 156, SR 41, SR 46, and US 101.</p> <p>The 2013 ITSP Status Update was not a full update of the ITSP and instead assessed the progress that had been made in the first 15 years of the 1998 ITSP.</p> <p>Some highways were not included because the analysis of the Strategic Interregional Corridors and the connections between the regions identified other facilities to be included in the list of Priority Interregional Facilities.</p> <p>Recreational travel, tourism, and freight was considered in the analysis of the interregional system. Freight was stressed in the corridor analysis because of the level of available data.</p>
14	Jones, Bruce	Citizens for Highway 49 Safety	Public	N/A	N/A	Do not eliminate SR 49 as a "Focus Route."	Focus Routes were not included in the 2015 ITSP. Priority Interregional Facilities were developed which were based on different objectives than the 1998 ITSP. SR 49 was not included as a Priority Interregional Facility because I-80 was deemed the more significant interregional facilities in the San Francisco Bay Area - Sacramento - Northern Nevada Corridor.
15	Bice, J.		Public	N/A	N/A	Reconsider the removal of SR 20/49 in Nevada and Placer counties.	SR 49 and SR 20 were included in a Strategic Interregional Corridor, but not added as a Priority Interregional Facility.
16	Gallagher, James	California State Assembly	State Legislator	N/A	N/A	Include SR 99 between Yuba City and SR 20 between I-5 and I-80.	SR 70 was identified as a Priority Interregional Facility instead of SR 99 between Yuba City and SR 20. SR 20 from I-5 to I-80 was not included as a Priority Interregional Facility because I-5 to I-80 and I-80 to the Nevada County line were more significant interregional facilities for recreational tourism and freight movement.

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17	Welborne, Martha	Metro	MPO			<p>Address the significant gaps in access to the major air and seaports of the greater LA region and connectivity between various Strategic Interregional Corridors. Requests that more ITIP be spent in LA.</p> <p>Requests inclusion of SR 138 as a corridor in the high desert area of LA Metro. The ITSP should provide some basic principles for approaching multimodal investment decision-making, as well as project prioritization within modes.</p> <p>Recognize non-motorized projects in ITSP.</p>	<p>The air and seaports, along with the Tier 1 Freight Network, in the Los Angeles region were included in the summary or maps of the Southern California Concepts.</p> <p>SR 138 was not included as a Priority Interregional Facility because it does not connect regions.</p> <p>The project evaluation criteria includes multimodal considerations.</p> <p>The corridor concepts incorporate active transportation in the corridor summaries. Future ITSPs will utilize the under development California Bicycle and Pedestrian Plan to refine non-motorized system elements.</p>
18	Kennett, Wendy		Public	N/A	N/A	<p>Reconsider the removal of SR 20/49 in Nevada and Placer counties. SR 49 between Grass Valley and Auburn has needed improvement and widening; finish what has been started. Dangerous, highly trafficked and should be a high priority.</p>	<p>SR 49 and SR 20 were included in the Strategic Interregional Corridors, but not added as Priority Interregional Facilities. These are important routes to the local regions and the State, but other routes (I-5 and I-80 specifically) facilitate considerably higher levels of interregional people and freight movement.</p> <p>Non-Priority Interregional Facilities can compete for ITIP funds through the project evaluation criteria. Caltrans has non-ITIP funds that can address highway safety issues.</p>
19	Moore, Jeff		Public	N/A	N/A	<p>Reconsider the removal of SR 49.</p>	<p>Focus Routes were not included in the 2015 ITSP. Priority Interregional Facilities were developed which were based on different objectives than the 1998 ITSP.</p> <p>SR 49 was included in the Strategic Interregional Corridors, but not added as a Priority Interregional Facility. This is an important routes to the local region and the State, but I-80 facilitates considerably higher levels of interregional people and freight movement.</p>

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20	Multiple Signers	Alpine County LTC, Amador CTC, Calaveras COG, Tuolumne County Transportation Council	RTPA	N/A	N/A	<p>ITSP focuses too heavily on the national freight corridors, which already have dedicated Federal funding sources, and not on other IRRS routes that do not have a dedicated source of revenue for improvements.</p> <p>Disappointed that CHSR and Interstate highways are recommendations for ITIP funding. Funding Interstates will result in increased congestion and reduced safety along other IRRS routes which is in direct conflict with Governor Brown's Executive Order B-30-15.</p> <p>Recommends the ITSP provide a discussion of the High Emphasis Routes that are on the IRRS but are not one of the 11 Strategic Interregional Corridors. Believes if recreational analysis had been done in conjunction with goods movement, then the Strategic Interregional Corridors would be different.</p> <p>Recommends an additional performance metric to be included: Is the congestion problem being solved/created by recreational travel? The new set of performance indicators could potentially eliminate the competitiveness of rural counties and non-Strategic Interregional Corridors from being competitive in being awarded ITIP funds.</p>	<p>The CHSR and Interstates that are Tier 1 Freight Facilities outside the urbanized area are key elements of a comprehensive interregional transportation system. The Corridor Priorities section of the concepts recommends Proposition 1A and GHG reduction funds be used for CHSR improvements, not ITIP.</p> <p>The 2015 ITSP did not include a discussion on the High Emphasis routes since they are not in the plan. A high number of the High Emphasis Routes were either included as Priority Interregional Facilities or included in the Strategic Interregional Corridor summaries.</p> <p>B-30-15 is included in the project evaluation criteria and will be considered during project selection.</p> <p>Recreational tourism was a factor in comparing facilities for inclusion in the list of Priority Interregional Facilities. The first requirement was accessibility between regions. If there were multiple facilities that connected regions, the priority went to the one that served recreational tourism and freight the best.</p> <p>The recreational travel performance measure was not included in the criteria, but will be considered as the criteria is refined.</p>
21	Adamson, Heather	AMBAG	MPO	N/A	N/A	<p>Recommends that US 101 be designated as a PFN. Add SR 41 back into ITSP (mapping error, SR 41 is included). Commends that ITSP continues to support intercity rail.</p> <p>Finds the facility profile maps to be confusing; too much information in one chart and suggests separating so it is more easily understandable.</p>	<p>The Primary Freight Network is defined in the California Freight Mobility Plan and not the ITSP.</p>
22	Adamson, Heather	AMBAG	MPO	Chapter 4		<p>Central Coast Corridor Concept Final ITSP should include the San Benito Local Transportation Authority (LTA) in addition to all the other local, regional, and inter-county services that provide regional transit services.</p>	Updated.
23	Adamson, Heather	AMBAG	MPO	Chapter 4		<p>Central Coast Corridor Concept Requests that Monterey and San Benito counties be included in the "Fix-it-first policies for US 101..."</p>	Updated.

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24	Nielsen, Jim	California State Senator	State Legislator	N/A	N/A	Include SR 20 from I-5 to I-80 and SR 99 99/70 northbound.	SR 20 was not included as a Priority Interregional Facility from I-5 to I-80 because I-5 south to I-80 and I-80 east to the Nevada County line supports higher levels of interregional person and goods movement. Also, corridor analysis showed the majority of travel on SR 20 was local and regional, not interregional. SR 99 from SR 99/70 to SR 149 was not included in the list of Priority Interregional Facilities. SR 70/SR 149 and I-5 were identified instead as Priority Interregional Facilities for the corridor. SR 99 north of SR 149 is included as a Priority Interregional Facility.
25	Hernandez, Paul	Center for Sustainable Energy	Public			ITSP should provide details as to the location and adoption patterns of ZEVs - CSE recommends that Caltrans reference the Clean Vehicle Rebate Project rebate statistics on ZEVs; and the CEC's Statewide Plug-In Electric Vehicle Infrastructure Assessment. The inclusion of this information can help support the development of the West Coast Green Highway. CSE recommends that the ITSP provide a stronger link to the CHSR Authority's environmental policy objectives, which includes powering a system with 100% renewable energy. Overall CSE commends Caltrans' on including the West Coast Green Highway and the State's ZEV Action Plan as one way to achieve the Governor's Climate Change policies.	The ITSP includes a map of California's Electric Vehicle Fast Charging Stations. Caltrans will work with public and private agencies to improve clean vehicle infrastructure and will identifies ways to strengthen this information in future ITSPs.
26	Fiske, Colin	Coalition for Responsible Transportation Priorities	Public	Chapter 4		North Coast Corridor Concept Re-examine goal to maximize interregional mobility. Consider the possibility that some limits on interregional mobility may actually benefit the state, allowing local areas and regions to maintain their unique character and livability along with sustainable local economies. The only two-lane segments singled out on the US 101 analysis are urban streets whose conversion into freeway or expressway configurations (currently underway in Willits) will only benefit through-way truck traffic. It is not at all clear that this constitutes the "greatest benefit" for all transportation system users when the bulk of congestion is caused by local traffic. Reconsider its conclusions about closing two-lane "gaps" in the corridor, should abandon its plans for oversized STAA truck access through Richardson Grove, and should instead spend limited taxpayer funds where they are most needed in the corridor. The impending availability of this route to STAA trucks must be considered in analyses of freight mobility for other North Coast-accessing corridors, notably the US 101 and Hwy 199/197 corridors mentioned above	Analysis of future projects to support interregional transportation will need to consider sustainability. Increasing system capacity through expansion projects is an allowable type of improvement, but it should be the last option.

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27	Fiske, Colin	Coalition for Responsible Transportation Priorities	Public	Chapter 3		The M-5 and M-580 Marine Highway Corridors, shown in Figure 11, are discussed nowhere else in the draft ITSP. This oversight is striking and should be corrected. For freight movement, these corridors are extremely important, as they already provide a viable alternative to some truck- and train-based interregional transportation. Further well-planned development of these marine corridors could provide an even more economical and environmentally sustainable mode of interregional transportation for many coastal and Delta communities	The ITSP deferred to the California Freight Mobility Plan to assess the value and impacts of the Marine Highway Corridors and any conclusions or plans will be considered for inclusion in future ITSPs. The focus on the intercity rail and highways reflect the connection to the ITIP which only funds highway and intercity rail corridors.
28	Kempton, Will	CTC		N/A	N/A	<p>Suggests greater emphasis on freight connectivity, in particular to the airports and seaports (POLA and POLB).</p> <p>Recommends including I-5 in the San Diego-Mexico Border - Inland Empire, and SR 74 in its entirety.</p> <p>The plan should clearly explain projects on the strategic corridors will be selected for ITIP funding, and specify whether projects beyond the eleven strategic corridors would be considered and recommended for ITIP funding.</p> <p>The ITSP should clearly identify the methodology for selecting projects for inclusion in the ITIP.</p>	<p>Connections to major seaports and commercial airports were identified in the appropriate corridors and corridor concept maps. The plan also included a California Freight Mobility section with maps highlighting the key freight network facilities including highways, rail corridors, airports, seaports, and international land ports throughout the State.</p> <p>Interstate 5 in Southern California was added as a Priority Interregional Facilities in the South Coast-Central Coast Corridor because it is an important element of a significant interregional freight facility. On the other hand, State Route 74 was not added as a Priority Interregional Facility because traffic analysis showed it currently does not facilitate significant freight movement and does not connect regions.</p> <p>The connection between the ITSP and the development of the Interregional Transportation Improvement Program (ITIP) was further emphasized in the plan. Projects considered for inclusion in the ITIP will be analyzed based on the six objectives of the 2015 ITSP and the Project Evaluation Criteria outlined in Chapter 5.</p>
29	King, Terri	Kings County Association of Governments	MPO	Chapter 4		<p>Central Coast - Central Valley Corridor Concept</p> <p>Reconsider the removal of SR 198. Provides access to three National Parks and Lemoore Naval Air Station, which is one of the major strategic military aviation facilities in the western US. Important east-west facility. Highlights its importance to the agricultural industry.</p> <p>SR 198 would also optimize multimodal connectivity to an intermodal facility for the Amtrak San Joaquin intercity passenger rail service, and the proposed high speed rail station in Hanford.</p>	SR 198 was not included in the list of Priority Interregional Facilities since it does not connect regions, it is contained within the Central Valley Region.

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30	Bergener, Jennifer	LOSSAN	JPA	N/A	N/A	<p>Intercity rail needs a steady and reliable source of funding.</p> <p>Suggests prioritizing intercity rail improvements and service expansion in rail corridors that parallel or are adjacent to facilities that demonstrated high total VMT, including I-5 and US 101 in So Cal, as those two present the most promising opportunities for ridership growth and shifting demand from highways to rail.</p> <p>Suggests reference to the 2012 LOSSAN Strategic Implementation Plan and LOSSAN Agency Business Plan for FY 15/16 and 16/17 with regard to proposed capital improvements on the LOSSAN rail corridor and increased service levels on Pacific Surfliner. Additional trips on the Surfliner require lots of money and extensive capital improvements. Any expansion requires negotiations with multiple public and private rail service operators.</p>	<p>The ITSP does not control fund sources.</p> <p>Comments regarding the prioritization of intercity rail projects will be considered during the development of the next California State Rail Plan. The California State Rail Plan will identify future rail projects. The funding of these projects will be determined through the project evaluation criteria, which will consider mode shift and the integration of multiple modes of travel.</p> <p>The LOSSAN Strategic Implementation Plan and the LOSSAN Agency Business Plan will be considered during the identification of capital improvement proposals.</p>
31	Burns, Scott	Mono County Local Transportation Commission	RTPA	N/A	N/A	<p>Commends that the ITSP identified US 395/SR 14 as one of the Strategic Interregional Corridors. MCLTC remains committed to its partnerships for funding corridor improvements, and cites the pre-existing MOU between Mono, Inyo, Kern, and San Bernardino counties and its partnership with Caltrans.</p>	<p>Comment noted.</p>
32	Heminger, Steve	MTC	MPO	Chapter 1	1.2	<p>Background ITSP should identify future update cycles, which would be helpful to the reader.</p> <p>Planning for Operations MTC strongly encourages Caltrans to examine funding operational types of projects to improve the Interregional Hwy System and include a discussion of express lanes as another important operation strategy that helps to increase person throughput on a travel lane (while reducing VMT and GHG emissions).</p>	<p>Specific improvements such as express lanes will be analyzed if nominated for ITIP funds. The analysis will assess impacts of regional commute improvements versus interregional improvements.</p>
33	Heminger, Steve	MTC	MPO	Chapter 3	3.5	<p>MTC supports the continued use of the TCIF program framework for identifying and programming trade corridor funds to needed improvements. The Legislature extended the program indefinitely under law (SB 1228), highlighting the successes of this program framework.</p>	<p>Comment noted.</p>
34	Heminger, Steve	MTC	MPO	Chapter 4	4.3	<p>San Jose/San Francisco Bay Area - Sacramento - Northern Nevada Corridor The ITSP should recognize the importance of freight connections to the Port of Oakland since it is the 5th busiest port in the nation. Caltrans should identify potential improvements on the Capitol Corridor, such as increasing daily roundtrips to San Jose. The plan should also discuss the strategic separation of passenger rail and freight rail where appropriate and feasible.</p> <p>The ITSP should recognize local goods movement planning efforts currently under way in the region and around the State. For instance, MTC and their partners Alameda County and D4 is preparing a regional goods movement plan that will coordinate planning among the Bay Area and surrounding regions (Sac and San Joaquin). Highlight local and regional planning efforts and coordinate the outcomes with the ITSP.</p>	<p>Potential Capitol Corridor increased service was identified in the San Jose/San Francisco Bay Area-Sacramento-Northern Nevada Corridor, but specific improvements will be addressed in the California State Rail Plan and Capitol Corridor Intercity Passenger Rail Service Business Plan.</p> <p>Local goods movement planning efforts will be incorporated into the California Freight Mobility Plan, which will inform future ITSPs.</p>

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Comment #	Name of Commenter	Organization	Public, District, MPO?	Chapter	Section	Comments	Addressed
35	Heminger, Steve	MTC	MPO	Chapter 4		<p>ITSP should highlight the substantial investments on I-80 from regional bridge toll revenues which includes the Cordelia Truck Scales Relocation project and the I-80/I-680/SR-12 interchange. Bridge tolls have also been invested in the Capitol Corridor within the Bay Area.</p> <p>The ITSP should also recognize the I-880 and I-238 corridors as important interregional routes alongside I-580.</p> <p>Suggests that ITIP funds could be considered for future phases of the SMART passenger rail and pathway project.</p> <p>Add language to acknowledge that the Central Coast and San Joaquin Valley East-West corridor also serves interregional traffic originating and terminating in the San Jose/SF Bay Area. The high volume per lane of traffic on SR 152 between Gilroy and SR 156 illustrates the need to upgrade this highway facility section from a rural two-lane facility to better serve increasing traffic on this major east-west interregional corridor.</p>	<p>The ITSP did not specifically identify regional bridge toll revenues, but will be considered in future analysis of the related Strategic Interregional Corridors.</p> <p>I-880 and SR 238 were included in the corridor summary for the San Jose/San Francisco Bay Area-Central Valley-Los Angeles Corridor.</p> <p>The SMART project was identified in the summary of the San Jose/San Francisco Bay Area-North Coast Strategic Interregional Corridor. It can be considered for ITIP funding and would be assessed through the project evaluation criteria for potential interregional value.</p> <p>The link to San Jose and San Francisco in the Central Coast and San Joaquin Valley East-West Connections Corridor was identified in the freight and highway sections of the corridor summary.</p>
36	Various	CalWalks and Partner Orgs	Non-profit/advocacy			<p>Disappointed that the ITSP did not fully incorporate all the modified suggestions to the vision and objectives of the plan, nor the additional objectives suggested in the 2014 comment letter.</p> <p>Fully integrate active Transportation, Multimodality, Sustainability, and Equity into the ITSP Vision and Objectives; prioritize investments in interregional rail; advance multimodal and livable Corridors to mitigate barriers and impacts to health, active transportation, and conservation; commit to transparency in the ITIP review process.</p> <p>Integrate GHG emission reductions, public health, and equity into project evaluation criteria. Interregional projects should also be evaluated using public health and social equity metrics.</p> <p>Highway capacity expansion priorities are at odds with State climate goals. Capacity expansions of the interregional system for freight purposes must take into account how the interregional system is also used for local/regional trips. Evaluate the potential of induced demand of local/regional trips on the interregional system since many of the trips generated on the system are local/regional.</p> <p>Capacity expansion should not be the default strategy for addressing freight capacity issues.</p>	<p>The 2015 ITSP vision and objectives and the project evaluation evaluation criteria incorporated many concepts not included in previous versions of the plan including sustainability, mode shift, active transportation, design resiliency, energy conservation, environmental sustainability principles, and the integration of all modes.</p> <p>Recommendations from the CTC included in the August CTC Meeting requested GHG reduction be a greater element of the project evaluation criteria and will be added if required for approval by the CTC. The evaluation for using public health and social equity metrics in project evaluation was not included, but will be considered for future addition to the project evaluation criteria which will be used during the development of the ITIP.</p> <p>The California Freight Mobility Plan identifies the freight movement strategies for California, which are incorporated in the ITSP. Improvements to intercity passenger rail services can have positive impacts on freight movement.</p> <p>The California Freight Mobility Plan will consider all potential project types for addressing freight capacity issues.</p>

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37	Carpenter, Matt	SACOG	MPO	N/A	N/A	SACOG is concerned that SR 20, SR 49, SR 99 (SR/99-SR70 split an Butte County) and US 50 have not been included in the ITSP. Add them as Strategic Interregional Corridors.	These routes have been included in Strategic Interregional Corridors, but have not been identified as Priority Interregional Facilities. Other routes were designated as the priority interregional facilities for the respective corridors.
38	Schultz, Kim	Santa Cruz County Regional Transportation Commission	Transportation Commission	Chapter 4		<p>Central Coast - San Jose/San Francisco Bay Area Corridor Analysis</p> <p>Include Santa Cruz county in the list of counties contributing to the region's population base and projected growth. Requests that SR 1, 17, and 129 be included and are deemed to be critical connections as origins/destinations of activity centers that impact US 101.</p> <p>Promote the Complete Streets to realize sustainable goals of the ITSP to provide safe mobility and accessibility for all users of highways that also serve as Main Streets, these include: SR 1/Mission Street within the City of Santa Cruz, SRs 129 and 152 through the City of Watsonville, and SR 9 through the San Lorenzo Valley.</p> <p>Freight rail service should be emphasized as a method of reducing truck traffic on US 101 and realizing concomitant reductions in congestion and emissions. Cites US 101 Central Coast California Freight Plan and other programs that are effective corridor management strategies.</p> <p>Sustainability measures and actions should include programs for all segments of the population and modal options, such as: Intercounty paratransit service; Carpool and Vanpool programs serving interregional travel demand; and Intercity passenger rail and feeder and express bus service: (such as the Highway 17 Express Service provided by Santa Cruz Metro, VTA, AMTRAK/Capitol Corridor, and Caltrans)</p> <p>ITIP Funds should be focused on projects that cannot be funded through SHOPP.</p>	<p>Did not include Santa Cruz and SR 1, 17, and 129.</p> <p>The Complete Streets policy was identified in the plan and the project evaluation criteria captures elements of Complete Streets.</p> <p>The use of Freight Rail is identified in the California Freight Mobility Plan. Freight rail is an important element in the interregional system, but ITIP funds for rail can only be used for passenger service. Of course, improvements in passenger service can lead to benefits to freight movement.</p> <p>The identified sustainability measures and actions should be considered for all improvement projects and services.</p> <p>Generally ITIP funds are used for projects that cannot be funded through the SHOPP.</p>

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Comment #	Name of Commenter	Organization	Public, District, MPO?	Chapter	Section	Comments	Addressed
39	Hale, Debra	TAMC	RTPA	N/A	N/A	<p>ITSP should acknowledge that adequate funding resources are needed to implement both the regional and interregional transportation plans. ITSP and ITIP should recognize the need to adopt strategies that provide new funding resources to complete priority transportation projects.</p> <p>Recommends that geographic equity be taken into consideration as an additional performance metric. Suggests to use the phrase, "strategically fund projects that add road capacity" in order to give flexibility to the regions and local needs.</p> <p>Requests that SR 156 projects be listed as top regional priority in the ITSP. Capitol Corridor Extension and Monterey-Salinas Transit intercity bus lines should be listed as ITIP priorities.</p> <p>Clarify between Capitol Corridor Extension and Coast Daylight, amend Figure 8 to include Capital Corridor Extension. ITSP should identify priority interregional bicycle routes for funding; Caltrans should make a priority of investing in active transportation modes with funds such as Cap and Trade and ATP.</p>	<p>Strategic capacity increases of the highway system was included in the ITSP as a strategy in Chapter 5.</p> <p>The Monterey-Salinas Transit District was identified in the Central Coast-San Jose/San Francisco Bay Area Corridor summary as providing local, regional, and intercounty service, but was not included as an ITIP priority. Improvements to highways can support the intercity bus service, but elements such as buses are not fundable through the ITIP.</p> <p>SR 156 was listed as a high priority for ITIP funds in the Central Coast and San Joaquin Valley East-West Connections Corridor. The Capitol Corridor Extension was listed as a long-term priority to be funded through ITIP, RTIP, Local, Cap and Trade, and FRA funds.</p> <p>Active transportation modes can be funded through the ATP, but some projects that support active transportation such as expanding the highway shoulders while making mainline improvements will be funded through the ITIP.</p>
40	Steinhauser, Dianne	Transportation Authority of Marin		Chapter 4	N/A	<p>San Jose/San Francisco Bay Area - North Coast Corridor</p> <p>Recommends that the completion of Marin-Sonoma Narrows US 101 Phase 2 project be listed as a priority.</p> <p>Revision to paragraph: "The corridor provides vital connections to support the area's recreational tourism and interregional economic and serves urban/suburban areas such as Santa Rosa, San Rafael, and numerous smaller communities."</p> <p>Requests that SR 37 be adds as an important east-west highway facility in the "Highway" subsection.</p> <p>Recreational traffic may not be interregional along parts of the corridor, however, it will likely increase as Marin County oftentimes serves as the Bay Area's backyard and is the gateway to Sonoma and Napa Valley wine country and economies.</p> <p>Revise paragraph: "When investments on US 101 are to be considered, the analysis shows the greatest benefits will be to closing many existing two lane conventional highway section gaps for greater safety and travel reliability and completion of HOV lanes in Marin and Sonoma counties.</p>	<p>The paragraph was revised as requested.</p> <p>SR 37 was included in the highway section of the San Jose/San Francisco Bay Area-North Coast Corridor.</p> <p>Recreational traffic comment noted.</p> <p>Most facilities have both a regional and interregional component. The future analysis of the Strategic Interregional Corridors and the System Planning documents produced by Caltrans districts (such as the Transportation Concept Reports) will consider the impacts of different types of travel to identify future system needs.</p>
41	Condon, Dale	Condon Construction Services	Public	N/A	N/A	<p>Happy to not see US 199 in the ITSP. I once road a bicycle from Gasquet to Crescent City. It was so scary with so little room that until wider bike lanes are added, there should be warning signs. Going from Gasquet to Obrien Oregon should be out of the question for cyclists</p>	<p>Comment noted.</p>

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42	Stevens, Linda		Public	N/A	N/A	Reconsider the removal of SR 49 and SR 20 and designate the routes as a priority in the 2015 ITSP.	SR 49 and SR 20 were included in the Strategic Interregional Corridors, but not added as Priority Interregional Facilities. These are important routes to the local regions and the State, but other routes (I-5 and I-80 specifically) facilitate considerably higher levels of interregional people and freight movement.
43	Scherzinger, Sharon	EDCTC	Transportation Commission			ITSP is too focused on the goods movement economy - tourism is ranked number behind micro-electronic sales and ahead of ag and food products. Add US 50 and reconsider the removal of SR 49. Recommends the ITSP include recommendations of the Bay to Tahoe Basin Recreation and Tourism Travel Impact Study. Recreational travelers use I-80 and US 50 equally to get to Tahoe from the Bay Area; Sac metro users rely on US 50.	Goods movement and recreational tourism were considered in the development of the ITSP. In the San Jose/San Francisco Bay Area-Sacramento-Northern Nevada Corridor I-80 and US 50 serve recreational travel at a high level, but I-80 has considerably more freight movement. The combination of freight movement and recreational tourism combined were the reasons I-80 was identified as the Priority Interregional Facility in the corridor. SR 49 was included in the Strategic Interregional Corridors, but not added as a Priority Interregional Facility. This is an important routes to the local region and the State, but I-80 facilitates considerably higher levels of interregional people and freight movement.
44	Scofield, Ed	Nevada County Board of Supervisors	Public	N/A	N/A	Include SR 20 and SR 49, which act as a lifeline route to several communities in Nevada, Placer, and Sierra counties. These two facilities are critical to Nevada county's farm-to-market economic distribution, with a crop production of \$23 million. SR 49 is an important multimodal corridor and acts as an interregional public transit corridor providing connections to Placer County Transit and Amtrak Capitol Corridor Intercity Passenger Rail at the Auburn Conheim multimodal station. Cites SR 49 as a Safety Corridor as well.	SR 49 and SR 20 were included in the Strategic Interregional Corridors, but not added as Priority Interregional Facilities. These are important routes to the local regions and the State, but other routes (I-5 and I-80 specifically) facilitate considerably higher levels of interregional people and freight movement.
46	Andersen, Terri	City of Nevada City	City Council	N/A	N/A	Reconsider the removal of SR 20 and SR 49.	SR 49 and SR 20 were included in the Strategic Interregional Corridors, but not added as Priority Interregional Facilities. These are important routes to the local regions and the State, but other routes (I-5 and I-80 specifically) facilitate considerably higher levels of interregional people and freight movement.
47	Hasan Ikhata	Southern California Association of Governments	MPO	Various	Various	Multiple comments in a six page letter	Incorporated many of the comments into the plan.

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48	Ahron Hakimi	Kern Council of Governments	MPO	N/A	N/A	<p>The ITSP is a paradigm switch from highway safety to mass transportation.</p> <p>Kern, Inyo, and Mono Counties entered into a programming partnership to deliver several widening projects along these highways. In our case Caltrans contributes 40% share of ITIP funding.</p> <p>Will this MOU continue to be honored or will the priority for this corridor be supplanted by new priorities for mass transportation? Please explain how the MOU and Caltrans' 40% partnership will be preserved.</p>	<p>One goal of the ITSP is to consider the value of investing in all modes that serve interregional travel. To develop an entire interregional system we need to integrate the modes. Caltrans has and always will develop projects to improve the safety of all travelers.</p> <p>Caltrans is committed to working with local partners on improvements to the State highways system and honoring the commitments in the MOU. Programming decisions will be made during the development of the ITIP and will be analyzed based on the project selection criteria in the 2015 ITSP.</p>
49	Joseph Ontinveros	Soboba Band of Luiseno Indians	Tribe	N/A	N/A	Request for Consultation	Consultation provided.
50	Jerry Barton	Rural Counties Task Force	Advocacy Group			Focus on tourism, recreational travel, and farm to market; do not consider funding restrictions - identify all funding needs	<p>Tourism and recreational travel were considered in the analysis of Strategic Interregional Corridors, but future analysis will expand these elements as data and modeling improve the ability to assess the interregional impacts of these travel purposes.</p> <p>The Strategic Interregional Corridors provided an overview of the entire corridor, which will be expanded as we further analyze these corridors. The priorities identified in each corridor is for the next 20 plus year to match the timeframe of the plan. This can be revisited every five years as the ITSP is updated.</p> <p>The specific improvements will be developed through district Transportation Concept Reports and Corridor System Management Plans.</p>
51	Bruce Jones, Deborah Jones, and Chet Krage	Citizens for Highway Safety	Advocacy Group			Keep SR 49 as a Focus Route	<p>Focus Routes were not included in the 2015 ITSP. Priority Interregional Facilities were developed which were based on different objectives than the 1998 ITSP.</p> <p>SR 49 was included in the Strategic Interregional Corridors, but not added as a Priority Interregional Facility. This is an important routes to the local region and the State, but I-80 facilitates considerably higher levels of interregional people and freight movement.</p>
52	Stephanie Ortiz	Sierra College				Add SR 49 and SR 20 to list of priority facilities	<p>SR 49 and SR 20 were included in the Strategic Interregional Corridors, but not added as Priority Interregional Facilities. These are important routes to the local regions and the State, but other routes (I-5 and I-80 specifically) facilitate considerably higher levels of interregional people and freight movement.</p>

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53	Multiple Signers	Central Coast Coalition				US 101 capacity improvements should be a priority; SR 46 and SR 156 should be priority connectors; support Capitol Corridor extension and Santa Barbara intercity rail	US 101, SR 46, and SR 156 are included in the list of Priority Interregional Facilities. The Capitol Corridor extension is included in the list of priorities in the Central Coast-San Jose/San Francisco Bay Area Corridor.
54	Anne Mayer	Riverside County Transportation Commission	RTPA			Extend the western terminus of the I-10 Corridor to the Riverside/San Bernardino County Line	I-10 has been extended west of the Riverside/San Bernardino County Line.
55	Anne Mayer	Riverside County Transportation Commission	RTPA			Include SR 60 from I-10 to the eastern limit of Moreno Valley	SR 60 has been included in the summary for the Southern California - Southern Nevada/Arizona Strategic Interregional Corridor. It was not considered for inclusion in the list of Priority Interregional Facilities because it is not identified as an Interregional Road System under California Streets and Highways Code.
56	Anne Mayer	Riverside County Transportation Commission	RTPA			Add SR 74 as a high priority corridor	SR 74 was not included in the list of Priority Interregional Facilities because it does not meet the objectives of the 2015 ITSP - it does not connect regions and it is not a significant freight movements facility. Also, since it goes through a State park, it is unlikely it can be expanded sufficiently to become a significant freight movement facility.
57	Celia McAdam	Placer County Transportation Planning Agency	RTPA			Add SR 20 and SR 49	SR 49 and SR 20 were included in the Strategic Interregional Corridors, but not added as Priority Interregional Facilities. These are important routes to the local regions and the State, but other routes (I-5 and I-80 specifically) facilitate considerably higher levels of interregional people and freight movement.