

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

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COMMISSION

August 13, 2015

File: 260.0

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.

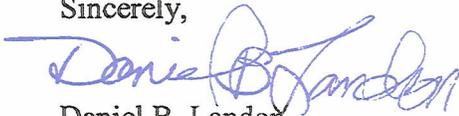
The funding partnership between NCTC and Caltrans advances both regional and statewide goals and leverages additional funding. Without the critical partnership of both IIP and Regional Improvement Program (RIP) funds, NCTC and Caltrans will not be able to complete the improvements in these key interregional 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.

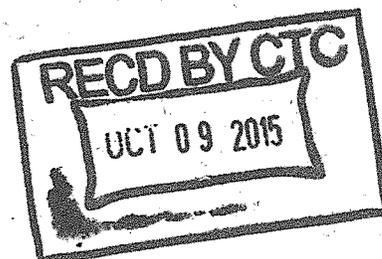
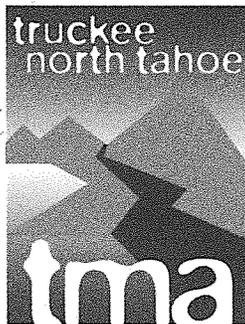
Sincerely,

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).

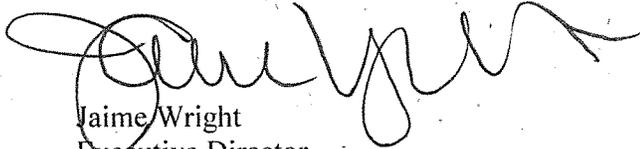
TNT-TMA is a committed partner in improving access to the recreational and tourism activities in the Truckee-North Tahoe region and identifying and implementing transportation solutions in the region. The TNT-TMA was a participant in the *Bay to Tahoe Basin Recreation and Tourism Travel Impact Study* 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>

Draft 2015 Interregional Transportation Strategic Plan Public Comments

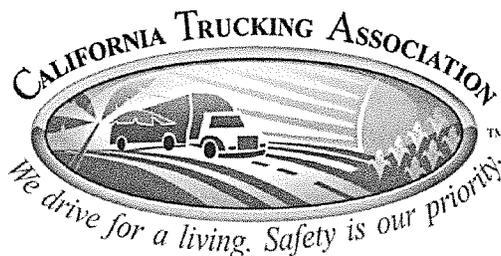
Comment #	Name of Commenter	Organization	Public, District, MPO?	Chapter	Section	Comments	Addressed
42	Stevens, Linda		Public	N/A	N/A	Reconsider the removal of SR 49 and SR 20 and designate the routes as a priority in the 2015 ITSP.	SR 49 and SR 20 were included in the Strategic Interregional Corridors, 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.

Draft 2015 Interregional Transportation Strategic Plan Public Comments

Comment #	Name of Commenter	Organization	Public, District, MPO?	Chapter	Section	Comments	Addressed
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>

Draft 2015 Interregional Transportation Strategic Plan Public Comments

Comment #	Name of Commenter	Organization	Public, District, MPO?	Chapter	Section	Comments	Addressed
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.



October 7, 2015

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



Dear Mr. ~~Kempton~~: WILL

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

The California Trucking Association (CTA) 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 Interstate 5) and SR 49 (south of SR 20 to Interstate 80).

Improvements are needed in these corridors to ensure they can adequately handle the large volumes of trucks that are re-routed to these corridors during detour events, as a result of closure to Interstate 80. With truck volumes forecasted to increase over the next twenty years, it will remain important for the aforementioned segments of State Route 20 and State Route 49 to be included in Strategic Interregional Corridors to provide opportunities for strategic partnership between the Colusa County Transportation Commission, Nevada County Transportation Commission, Placer County Transportation Planning Agency, the Sacramento Area Council of Governments and Caltrans, necessary to construct the needed improvements to reduce costly delays and ensure goods movement efficiency.

In order to fulfill the State of California's commitment of enhancing the flow of interregional goods movement the CTA requests the CTC, 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 "Eric Sauer".

Eric Sauer
Vice President Policy and Government Relations
California Trucking Association



MENDOCINO
COUNCIL OF GOVERNMENTS

367 North State Street~Ukiah~California~95482
www.mendocinocog.org

Tab 21

PHILLIP J. DOW, EXECUTIVE DIRECTOR

Administration: Suite 206
(707) 463-1859

Transportation Planning: Suite 204
(707) 234-3434

October 12, 2015

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

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

Dear Mr. Kempton:

At the August California Transportation Commission in San Diego, the California Transportation Commission (CTC) delayed adoption of the 2015 Interregional Transportation Strategic Plan (ITSP) after hearing concerns from a number of speakers. One of these speakers, Mike Woodman, representing the Nevada County Transportation Commission, made a compelling case to restore segments of SR 20 and SR 49 that had been previously included in the 1998 ITSP, but have been dropped from the draft 2015 ITSP. He is supported in that viewpoint by the Placer County Transportation Planning Agency, the Colusa County Transportation Commission and the Sacramento Area Council of Governments.

Admittedly, until hearing from Mr. Woodman, I gave the 2015 ITSP inadequate review; only enough to ensure that the important US 101 and SR 20 corridors remained intact through Mendocino County. The proposed termination of the SR 20 Corridor at Interstate 5 will leave only one east-west ITSP connection, north of Interstate 80, between the North Coast and Nevada. From Mendocino County, the most direct route to the Reno/Tahoe area and points east is via the SR 20 corridor through Yuba City/Marysville to Interstate 80 near the crest of the Sierra. It is approximately 30 miles shorter than direct access to I-80 near Sacramento. It is used by interregional passenger car travel as well as goods movement.

Serving as the Rural Counties Task Force representative on the California Freight Advisory Committee, I am concerned about the reduction of freight movement alternatives that may result if all of California north of Interstate 80 is left with a single North Coast-Nevada Connection. With the I-80 corridor penetrating topography that is subject to landslides, wildfires, earthquakes, snow events, and valley fog, it would be prudent to maintain an alternative connection that truly functions as a transportation corridor between the North Coast and Nevada. As goods movement has become a national and statewide priority, California should not be taking actions that may result in the de-emphasis of a viable highway freight alternative. The draft ITSP indicates that even the remnant of the SR20/SR29/SR53 connection will carry a higher percentage of truck traffic and is expected to experience a higher increase in volume over the next 30 years than its northern counterpart (SR299/SR44/SR 36/US395).

Mr. Will Kempton, CTC

Page 2

October 12, 2015

Chapter 1 clearly states that the basic purpose of the ITSP has not changed from 1998. If the basic purpose is unchanged, then the dropping of two regionally important corridors should be questioned. The basic purpose of the ITSP is stated as:

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

Although I am very aware that Interregional Transportation Improvement Program (ITIP) improvement needs far outstrip projected revenues, we must keep in mind that the Interregional Transportation Strategic Plan guides future investment; inclusion in the plan does not guarantee funding for projects within included corridors.

Lastly, I note that in the narrative on page 161 of the draft ITSP, the two *North Coast-Northern Nevada Connections* are described. The first one extends from Humboldt County to Lassen County and on to Reno via SR 299, SR 44, SR 36 and US 395. The second one extends from Mendocino County to Nevada County via portions of SR 20, SR 29 and SR 53. Let's keep it that way.

Sincerely,



Phillip J. Dow, P.E.

Executive Director

Copies: Dan Gjerde, MCOG Chair
Daniel B. Landon, Executive Director, NCTC
Scott M. Lanphier, Executive Director, CCTC
Mike McKeever, Chief Executive Officer, SACOG
Lisa Davey-Bates, Chair, North State Super Region
Jerry Barton, Chair, Rural Counties Task Force

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

101 Providence Mine Road, Suite 102, Nevada City, California 95959 • (530) 265-3202 • Fax (530) 265-3260

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cc: Assemblyman Brian Dahle
First Assembly District

Senator Ted Gaines
First Senate District

Assemblyman James Gallagher
Third Assembly District

Senator Jim Nielsen
Fourth Senate District

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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COMMISSION

File: 260.0

September 22, 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Dougherty:

SUBJECT: Comments on the *2015 Interregional Transportation Strategic Plan (ITSP)*

The Nevada County Transportation Commission (NCTC) and Colusa County Transportation Commission (CCTC) respectfully request that Caltrans amend the 2015 ITSP and 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). In the 2015 ITSP, Chapter 4, in describing the North Coast-Northern Nevada connections, the report states, "The second corridor is from Mendocino County to Nevada County." However, the portions of the SR 20 corridor (east of Interstate 5 to Interstate 80) and SR 49 corridor (south of SR 20 to Interstate 80) were omitted from the maps depicting the strategic corridors.

As "Focus Routes" in the previous versions of the ITSP, the planned improvements in these corridors meet the goals and objectives of the Caltrans Strategic Management Plan 2015-2020, California Transportation Plan 2040, and the 2015 ITSP. The planned projects in these corridors will improve the highway capacity consistency between logical end points, improve the efficiency of goods movement, improve corridor safety, reduce congestion, enhance multi-modal options and connectivity, and reduce emissions of ozone pre-cursors and greenhouse gas (GHG) emissions.

Caltrans Strategic Management Plan Goal 1: Safety and Health: *"Provide a safe transportation system for workers and users and promote health through active transportation and reduced pollution in communities."*

SR 49 from Dry Creek Road in Placer County to south of the McKnight Way Interchange in Nevada County is designated as a "Safety Corridor" and daylight/headlight section, due to the history of fatal and severe collisions in the corridor. Completion of the planned improvements are needed in order to reduce and help prevent fatal and severe collisions. Additionally, completion of the planned improvements in the SR 49 corridor will provide 8'-10' shoulders, which will improve the safety of bicyclists and enhance the existing function as an interregional bicycle facility.

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 SR 49. With truck and passenger volumes forecasted to increase on SR 20, SR 49, and Interstate 80, it is critical that SR 20 and SR 49 are included in the North Coast-Northern Nevada Strategic Interregional Corridor to ensure improvements can be constructed that reduce congestion, improve safety, reduce delays, improve freight system efficiency, and facilitate the movement of recreational traffic and goods through these corridors during detour events.

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

The planned improvements in these corridors will improve the quality of life by providing mobility options and increasing accessibility to all modes of transportation. The SR 49 corridor plays a key role in providing interregional multi-modal connectivity as an interregional public transit corridor, providing transit connections between Nevada and Placer County and access to the Amtrak Capital Corridor Inner-City Passenger Rail station in Auburn. As mentioned earlier, the planned improvements in the corridor will also enhance interregional bicycle travel. The SR 20 interregional transit corridor provides transit connections between Colusa County and Yuba City in Sutter County, where passengers can connect to Yuba-Sutter Transit and access the Sacramento Commuter and Sacramento Midday Express transit services.

Both western Nevada County and Sutter County are designated as non-attainment under the federal 8-hour Ozone air quality standards, and Placer County is designated as non-attainment for the federal 8-hour ozone standard, carbon monoxide, and particulate matter 2.5. Completion of the planned improvements in the SR 20 and SR 49 corridors will enhance multi-modal connections and options, and will reduce congestion related emissions of ozone precursors and GHG emissions.

To not include SR 20 and SR 49 in the North Coast-Northern Nevada Strategic Interregional Corridor will negatively affect the state and regional economy. As documented in the *Bay to Tahoe Basin Recreation and Travel Impact Study*, 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. Simply stated, if travelers and tourists cannot easily reach a tourism destination, they are much less likely to go the first time or be a repeat consumer. It is clear that transportation policies and investments significantly impact the accessibility and the number and type of destinations available to tourists, and the overall health of a region’s tourism and associated economy. More succinctly stated, the success of a specific tourism market is largely tied to its supporting transportation infrastructure.

SR 20 and SR 49 provide access to many historical tourism and popular recreation sites in Nevada County, as well as Placer County, Yuba County, Sutter County, and Colusa County. These regions are part of the “Sacramento Valley”, “Gold Country”, and “High Sierra” California tourism regions actively marketed by the California Travel and Tourism Commission and its private sector partners through the Visit California program and VisitCalifornia.com.

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

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 your August 17, 2015 response to NCTC’s comment letter on the Draft 2015 ITSP, you state “In the first 15 years of the 1998 Interregional Transportation Strategic Plan’s 20-year plan, only 32 percent of the identified improvements were completed; this shows the need to sharpen the alignment of interregional objectives with expected funding”. This statement is surprising because the improvements that have been constructed in the SR 49 corridor, due to NCTC’s continued investment of Regional Improvement Program (RIP) funding and partnership with Caltrans, constitute part of the 32 percent of the improvements you reference. It seems short-sighted to abandon this strategic partnership and not finish the remaining improvements in this corridor. 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.

Previous Caltrans investments of approximately \$20.7 million in the SR 49 corridor have leveraged approximately \$23.7 million funding committed by NCTC. Completing the planned 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. 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).

The planned improvements in the SR 20 and SR 49 corridors have been selected in partnership with Caltrans after exploring all options to reduce peak period travel times, congestion, delay, and improve safety in the development of the SR 49 Corridor System Management Plan and the Transportation Concept Report for the SR 20 corridor. There are no parallel facilities to SR 20 and SR 49, and implementation of intelligent transportation systems, operational strategies, demand management strategies, and congestion pricing strategies are not viable alternatives to the identified improvements.

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. 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.

The closest east-west strategic interregional corridor to SR 20 is 100 miles north on I-5 (SR 44 in Redding) or 50 miles south (I-80 in Sacramento). SR 44 from Susanville to I-5 at Redding, also a former Focus Route, was included in one of the North Coast-Northern Nevada Strategic Interregional Corridors. However, the segments of SR 20 (east of I-5 to I-80), and SR 49 (from SR 20 to I-80), were not included, despite 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.

Segments of SR 20 and SR 49 currently operate at Level of Service (LOS) "E" and LOS "F" during peak periods. Improvements to the freight transportation infrastructure are needed in order to maintain an efficient transportation system that provides for effective goods movement in the SR 20 and SR 49 corridors. 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 64% in Colusa County and 69% in Nevada County.

The study also identifies the segment of SR 20 between SR 99 and SR 70 in Sutter and Yuba County and the segment of SR 49 south of SR 20 to the Nevada County/Placer County line as having a high deficiency for goods movement mobility in the base year. In the no-build forecast, SR 20 from SR 99 in Sutter County to just west of the Nevada County line, SR 20 east of Nevada City to the junction with Interstate 80, and the segment of SR 49 from south of SR 20 to the Nevada County line 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.

The funding partnership of RIP funds programmed by the NCTC, Sacramento Area Council of Governments, Placer County Transportation Planning Agency, and Colusa County Local Transportation Commission, and Interregional Improvement Program (IIP) funds programmed by Caltrans, advance both regional and statewide goals and leverage additional funding. Without the critical partnership of both IIP and RIP funds, the regional agencies and Caltrans will not be able to complete the planned improvements in these key interregional corridors.

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 segments of SR 20 (east of Interstate 5 to Interstate 80) and SR 49 (Grass Valley to Interstate 80) be included in the 2015 ITSP as part of the North Coast-Northern Nevada Strategic Interregional Corridor.

Thank you again for your consideration of these important facts.

Sincerely,



Daniel B. Landon
Executive Director, NCTC



Scott M. Lanphier
Executive Director, CCTC

cc: Assemblyman Brian Dahle
First Assembly District

Senator Ted Gaines
First Senate District

Assemblyman James Gallagher
Third Assembly District

Will Kempton, Executive Director
California Transportation Commission

Senator Jim Nielsen
Fourth Senate District

TERRI ANDERSEN – Nevada City City Council
NATE BEASON – Nevada County Board of Supervisors
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DANIEL B. LANDON, Executive Director
Nevada County Transportation Commission
Nevada County Airport Land Use Commission

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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.

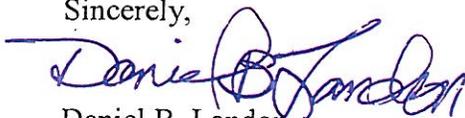
The funding partnership between NCTC and Caltrans advances both regional and statewide goals and leverages additional funding. Without the critical partnership of both IIP and Regional Improvement Program (RIP) funds, NCTC and Caltrans will not be able to complete the improvements in these key interregional 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,

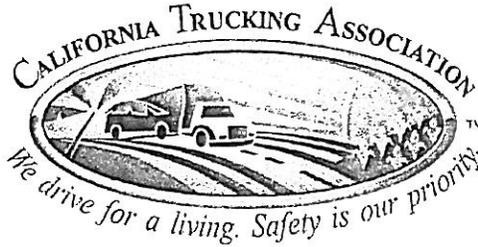


Daniel B. Landon
Executive Director

cc: Assemblyman Brian Dahle
First Assembly District

Malcolm Dougherty, Director
California Department of Transportation

Senator Ted Gaines
First Senate District



October 7, 2015

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

Dear Mr. ~~Kempton~~: *WILL*

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

The California Trucking Association (CTA) 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 Interstate 5) and SR 49 (south of SR 20 to Interstate 80).

Improvements are needed in these corridors to ensure they can adequately handle the large volumes of trucks that are re-routed to these corridors during detour events, as a result of closure to Interstate 80. With truck volumes forecasted to increase over the next twenty years, it will remain important for the aforementioned segments of State Route 20 and State Route 49 to be included in Strategic Interregional Corridors to provide opportunities for strategic partnership between the Colusa County Transportation Commission, Nevada County Transportation Commission, Placer County Transportation Planning Agency, the Sacramento Area Council of Governments and Caltrans, necessary to construct the needed improvements to reduce costly delays and ensure goods movement efficiency.

In order to fulfill the State of California's commitment of enhancing the flow of interregional goods movement the CTA requests the CTC, 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,

Eric Sauer
Vice President Policy and Government Relations
California Trucking Association



MENDOCINO
COUNCIL OF GOVERNMENTS

367 North State Street~Ukiah~California~95482
www.mendocinocog.org

PHILLIP J. DOW, EXECUTIVE DIRECTOR

Administration: Suite 206
(707) 463-1859

Transportation Planning: Suite 204
(707) 234-3434

October 12, 2015

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

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

Dear Mr. Kempton:

At the August California Transportation Commission in San Diego, the California Transportation Commission (CTC) delayed adoption of the 2015 Interregional Transportation Strategic Plan (ITSP) after hearing concerns from a number of speakers. One of these speakers, Mike Woodman, representing the Nevada County Transportation Commission, made a compelling case to restore segments of SR 20 and SR 49 that had been previously included in the 1998 ITSP, but have been dropped from the draft 2015 ITSP. He is supported in that viewpoint by the Placer County Transportation Planning Agency, the Colusa County Transportation Commission and the Sacramento Area Council of Governments.

Admittedly, until hearing from Mr. Woodman, I gave the 2015 ITSP inadequate review; only enough to ensure that the important US 101 and SR 20 corridors remained intact through Mendocino County. The proposed termination of the SR 20 Corridor at Interstate 5 will leave only one east-west ITSP connection, north of Interstate 80, between the North Coast and Nevada. From Mendocino County, the most direct route to the Reno/Tahoe area and points east is via the SR 20 corridor through Yuba City/Marysville to Interstate 80 near the crest of the Sierra. It is approximately 30 miles shorter than direct access to I-80 near Sacramento. It is used by interregional passenger car travel as well as goods movement.

Serving as the Rural Counties Task Force representative on the California Freight Advisory Committee, I am concerned about the reduction of freight movement alternatives that may result if all of California north of Interstate 80 is left with a single North Coast-Nevada Connection. With the I-80 corridor penetrating topography that is subject to landslides, wildfires, earthquakes, snow events, and valley fog, it would be prudent to maintain an alternative connection that truly functions as a transportation corridor between the North Coast and Nevada. As goods movement has become a national and statewide priority, California should not be taking actions that may result in the de-emphasis of a viable highway freight alternative. The draft ITSP indicates that even the remnant of the SR20/SR29/SR53 connection will carry a higher percentage of truck traffic and is expected to experience a higher increase in volume over the next 30 years than its northern counterpart (SR299/SR44/SR 36/US395).

Chapter 1 clearly states that the basic purpose of the ITSP has not changed from 1998. If the basic purpose is unchanged, then the dropping of two regionally important corridors should be questioned. The basic purpose of the ITSP is stated as:

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

Although I am very aware that Interregional Transportation Improvement Program (ITIP) improvement needs far outstrip projected revenues, we must keep in mind that the Interregional Transportation Strategic Plan guides future investment; inclusion in the plan does not guarantee funding for projects within included corridors.

Lastly, I note that in the narrative on page 161 of the draft ITSP, the two *North Coast-Northern Nevada Connections* are described. The first one extends from Humboldt County to Lassen County and on to Reno via SR 299, SR 44, SR 36 and US 395. The second one extends from Mendocino County to Nevada County via portions of SR 20, SR 29 and SR 53. Let's keep it that way.

Sincerely,



Phillip J. Dow, P.E.
Executive Director

Copies: Dan Gjerde, MCOG Chair
 Daniel B. Landon, Executive Director, NCTC
 Scott M. Lanphier, Executive Director, CCTC
 Mike McKeever, Chief Executive Officer, SACOG
 Lisa Davey-Bates, Chair, North State Super Region
 Jerry Barton, Chair, Rural Counties Task Force

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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.

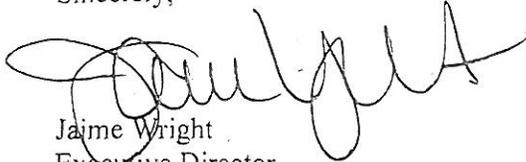
Transportation Management Association

10183 Truckee Airport Rd., Truckee, California 96161 ph. [530] 582-4964 fax [530] 582-4980

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 in a cursive style.

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

California State Senate

SENATOR
TED GAINES
FIRST SENATE DISTRICT



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COMMITTEES
ENVIRONMENTAL QUALITY
VICE CHAIR
INSURANCE
VICE CHAIR
GOVERNMENTAL
ORGANIZATION
LEGISLATIVE ETHICS
TRANSPORTATION AND
HOUSING

August 18, 2015

Will Kempton, Executive Director
California Transportation Commission
1120 N Street, Room 2233 (MS-52)
Sacramento, CA 95814

Dear Executive Director Kempton,

We are writing regarding the recently released Draft 2015 Interregional Transportation Strategic Plan (ITSP) and urging the inclusion of US 395, state route 20 and state route 49 as identified Focus Routes. As members of the California State Legislature, we are aware of the need to prioritize and place transportation funding on projects that provide the highest benefit to our citizens. As recognized by the ITSP, the interregional transportation system must link regions together, urbanized and rural, to ensure a comprehensive transportation system. These corridors are important to that mission.

The 1998 ITSP noted that rural areas of the state contribute to the state's economic well-being and quality of life. The state has a vital interest in agriculture, mining, and timber production. Additionally, recreational travel and tourism are essential to the state and regional economies and are considered in all aspects of transportation planning. In the 1998 ITSP ten "Focus Routes" were identified as corridors of the highest priority for completion to minimum facility standards in the twenty-year period. Completion of the Focus Routes to a minimum facility standard would assure that a statewide trunk system is in place. Focus Routes serve as a system of high-volume primary arteries to which lower volume routes can connect for purposes of longer interregional trips and access into statewide gateways.

State Route 395 was considered one of the four major north-south corridors serving California, providing a consistent high level of service and lifeline accessibility for rural communities and for interregional and interstate movement of people, goods, and recreational travel along the eastern slope of the Sierras. State Routes 20 and 49 were also identified as Focus Routes as they serve the major east/west interregional movement for people and goods across the northern central Valley and link US 101, I-5, Route 99, Route 70 and I-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 Routes 99 and 70. These routes also connect the higher growth Route 49 corridor and Placer County to I-80.

The 2015 ITSP identifies 11 Strategic Interregional Corridors for interregional travel in the State, provides new objectives that are consistent with the state sustainability policies, as well as Caltrans new Mission, Vision, and Goals. However, from the previously identified Focus Routes, US 395, state route 20 and state route 49 have been excluded from Strategic Interregional Corridors. As these corridors continue to be just as important as they were in 1998, we urge that they be re-included. Additionally, in order to preserve the ability of regional agencies to partner with Caltrans and jointly fund projects of interregional merit in the future it is important that these routes be included as part of the new Strategic Interregional Corridors in the 2015 ITSP.

Sincerely,



TED GAINES
Senator, 1st Senate District



BRIAN DAHLE
Assemblyman, 1st Assembly District

Cc:

✓ Daniel B. Landon, Executive Director
Nevada County Transportation Commission
101 Providence Mine Road Ste. 102
Nevada City, CA 95959

Mike Woodman, Transportation Planner
Nevada County Transportation Commission

Dan Landon

From: Dan Landon <dlandon@nccn.net>
Sent: Thursday, July 16, 2015 3:56 PM
To: 'Kelly, Brian P.@CalSTA'
Cc: Brian C. Annis (brian.annis@calsta.ca.gov)
Subject: Caltrans Draft ITSP Update
Attachments: ITSP Comment Letters.pdf

Dear Secretary Kelly,

I am contacting you to ask for your assistance in relation to Caltrans update of the Interregional Transportation Strategic Plan (ITSP). Caltrans omission of the following Focus Routes, SR 20 corridor (east of Interstate 5 to Interstate 80) and the SR 49 corridor (Grass Valley to Interstate 80), from inclusion in the eleven 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. Despite numerous discussions with Caltrans and our efforts to provide information identifying the interregional significance of these routes and demonstrating how they meet the goals of the ITSP, we feel that Caltrans staff has not given this information adequate consideration.

We recognize that current funding constraints and competing priorities may limit near-term opportunities to garner Interregional Transportation Improvement Program (ITIP) participation in these corridors. However, if these routes are excluded from the Strategic Interregional Corridors these routes will realistically, no longer be competitive for ITIP funding opportunities in the future. The funding partnerships between NCTC and Caltrans have advanced both regional and statewide goals and leveraged an additional \$23.7 million of Regional Improvement Program (RIP) funding. Without the critical partnership of both Interregional Improvement Program (IIP) and RIP funds, NCTC would not be able to complete the improvements in these key interregional corridors with RIP funding alone. 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.

All of the planned improvements identified in the SR 49 Corridor System Management Plan have not been completed and segments of SR 49 currently operate at Level of Service F during peak periods resulting in increased emissions of ozone precursors and Greenhouse Gas emissions. The most recent phase of improvements completed in the corridor was the SR 49/La Barr Meadow Road signalization and widening project. This project was effective in reducing the number of fatalities in the project limits, but merges now exist at the terminus of the project and are already resulting in congestion during peak periods. This congestion adds to ozone precursors and Greenhouse Gas emissions making it more difficult for Nevada County to achieve its air quality goals.

Both SR 20 and SR 49 are utilized as emergency detour routes when Interstate 5 or Interstate 80 are closed for major accidents, wildfires, and construction, further exacerbating air quality and safety concerns. Data collected by the Caltrans District 3 Traffic Management Center indicate that between 2004 and 2014 there were 188 closures of Interstate 80 where traffic and trucks were re-routed onto SR 20 and SR49.

SR 49 also plays a key role in providing interregional multi-modal connectivity, providing transit connections to the Amtrak Capital Corridor Inner-City Passenger Rail and Placer County Transit, 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 acts as the lifeline route to several communities

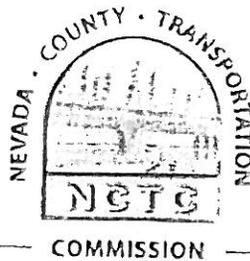
in Nevada, Placer, and Sierra Counties and is the major interregional state highway connecting to the Interstate 80 gateway. Improvements in these key corridors will improve safety, reduce congestion, provide multi-modal connections, and assist in achieving attainment of the federal ozone air quality standards, as well as statewide greenhouse gas emission reduction goals.

Any assistance and attention that you can provide in this matter would be greatly appreciated. Attached are comment letters in relation to this issue from various regional agencies, legislators, and citizens.

Thank you for your assistance,

Daniel B. Landon, Executive Director
Nevada County Transportation Commission
530-265-3202

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



10A
DANIEL B. LANDON, Executive Director
Nevada County Transportation Commission
Nevada County Airport Land Use Commission

Grass Valley • Nevada City

Nevada County • Truckee

June 2, 2015

File: 260.0

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Dougherty:

Subject: Nevada County Transportation Commission's (NCTC) Comments on the *Draft 2015 Interregional Transportation Strategic Plan (ITSP)*.

Thank you for the opportunity to provide comment and voice NCTC's concerns in relation to the recently released *Draft 2015 ITSP*.

The NCTC has been a committed partner with Caltrans in the planning, programming, and funding of construction improvements in the State Route (SR) 20 and SR 49 priority interregional 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. The improvement of these facilities and 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". 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 *Draft 2015 ITSP* also states, "A goal of this ITSP is 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. 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 eleven 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.

It is NCTC's understanding that the development of the *Draft 2015 ITSP* update, and the identification of the Strategic Interregional Corridors, focused only on the analysis of goods movement data and inter-city rail corridors, and did not include an analysis or modeling of travel on the interregional state highway system. Interregional recreational travel and tourism are vital to the state and regional economies and should be considered in all aspects of transportation

101 Providence Mine Road, Suite 102, Nevada City, California 95959 • (530) 265-3202 • Fax (530) 265-3260

E-mail: nctc@nctc.net • Web Site: www.nctc.ca.gov

planning in conjunction with goods movement. Proposing to eliminate critical segments of Focus Routes without a comprehensive analysis of interregional travel is not acceptable.

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. Additionally, both SR 20 and SR 49 are utilized as emergency detour routes when Interstate 5 or Interstate 80 are closed for major accidents, wildfires, and construction. Data collected by the Caltrans District 3 Traffic Management Center indicate that between 2004 and 2014 there were 188 closures of Interstate 80 where traffic was re-routed onto SR 20 and SR49.

In 2013, the total value of Nevada County's agricultural crop production was \$23,206,300. SR 20 and SR 49 are key interregional corridors for transporting Nevada County's fruit and vegetable crops, field crops, nursery products, livestock, apiary, honey, wool products, and timber outside of the region, and provide critical connections to the SR 70, SR 99, Interstate 5, and Interstate 80 gateways.

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. Trucks contribute to the congestion in these corridors because they use more capacity per vehicle than automobiles. 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 partnerships between NCTC and Caltrans advance both regional and statewide goals and leverage additional funding. Without the critical partnership of both Interregional Improvement Program (IIP) and Regional Improvement Program (RIP) funds, NCTC would 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 \$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 \$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 the Plans, Specifications, and Estimates (PS&E).

In a letter dated September 13, 2013, Caltrans District 3 Director, Jody Jones, indicated that if NCTC maintained investment in the SR 49 corridor and programmed the PA/ED and PS&E in the 2014 Regional Transportation Improvement Program (RTIP), that a Caltrans negotiated amount of IIP contribution toward project development would be forthcoming, in either the 2016 or 2018 STIP cycles, through a slightly larger contribution toward either right-of-way or construction. 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 providing the opportunity to comment on the Draft 2015 ITSP.

Sincerely,


Daniel B. Landon
Executive Director

cc: Assemblyman Brian Dahle
First Assembly District

Ms. Lucetta Dunn, Chair
California Transportation Commission

Senator Ted Gaines
First Senate District

Will Kempton, Executive Director
California Transportation Commission

Scott Sauer, Senior Transportation Planner
Caltrans System Planning Branch

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California State Senate

SENATOR
TED GAINES
FIRST SENATE DISTRICT



260.0
COMMITTEES
ENVIRONMENTAL QUALITY
VICE CHAIR
INSURANCE
VICE CHAIR
GOVERNMENTAL
ORGANIZATION
LEGISLATIVE ETHICS
TRANSPORTATION AND
HOUSING

June 1, 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Director Dougherty,

I am writing regarding the recently released Draft 2015 Interregional Transportation Strategic Plan (ITSP) and urging the California Department of Transportation to include US 395, state route 20 and state route 49 as identified Focus Routes. As a member of the California State Senate, I am aware of the need to prioritize and place transportation funding on projects that provide the highest benefit to our citizens. As recognized by the ITSP, the interregional transportation system must link regions together, urbanized and rural, to ensure a comprehensive transportation system. These corridors are important to that mission.

The 1998 ITSP noted that rural areas of the state contribute to the state's economic well-being and quality of life. The state has a vital interest in agriculture, mining, and timber production. Additionally, recreational travel and tourism are essential to the state and regional economies and are considered in all aspects of transportation planning. In the 1998 ITSP ten "Focus Routes" were identified as corridors of the highest priority for completion to minimum facility standards in the twenty-year period. Completion of the Focus Routes to a minimum facility standard would assure that a statewide trunk system is in place. Focus Routes serve as a system of high-volume primary arteries to which lower volume routes can connect for purposes of longer interregional trips and access into statewide gateways.

State Route 395 was considered one of the four major north-south corridors serving California, providing a consistent high level of service and lifeline accessibility for rural communities and for interregional and interstate movement of people, goods, and recreational travel along the eastern slope of the Sierras. State Routes 20 and 49 were also identified as Focus Routes as they serve the major east/west interregional movement for people and goods across the northern central Valley and link US 101, I-5, Route 99, Route 70 and I-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 Routes 99 and 70. These routes also connect the higher growth Route 49 corridor and Placer County to I-80.

The 2015 ITSP identifies 11 Strategic Interregional Corridors for interregional travel in the State, provides new objectives that are consistent with the state sustainability policies, as well as Caltrans new Mission, Vision, and Goals. However, from the previously identified Focus Routes, US 395, state route 20 and state route 49 have been excluded from Strategic Interregional Corridors. As these corridors continue to be just as important as they were in 1998, I urge that they be re-included. Additionally, in order to preserve the ability of regional agencies to partner with Caltrans and jointly fund projects of interregional merit in the future it is important that these routes be included as part of the new Strategic Interregional Corridors in the 2015 ITSP.

Sincerely,



TED GAINES
Senator, 1st District

Cc:
Scott Sauer
Caltrans System Planning MS 32
P.O. Box 942874
Sacramento, CA 94274

Ms. Lucetta Dunn, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

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

Assemblyman Brian Dahle,
State Capitol, Suite 2158
Sacramento, CA 94249-0001

California State Senate



SENATOR
JIM NIELSEN

FOURTH SENATE DISTRICT

June 5, 2015

Mr. Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Dougherty,

I am writing to support the California Department of Transportation (Caltrans) in its effort to develop an Interregional Transportation Strategic Plan (ITSP), but also to call attention to my concerns that the plan is concentrated on the urban corridors at the expense of our state's rural communities.

I represent Senate District 4, which encompasses the rural counties of Sutter, Yuba, Colusa, Glenn, Butte and Tehama.

The ITSP Vision states that the plan would be the, "backbone for the movement of people and goods throughout California" while the objectives call for access "through all regions of California," and safety, "for all travelers."

What concerns me is the Strategic Interregional Corridors on the draft ITSP do not include two critical corridors in my district, one along Highway 20 east from Williams to the Interstate 80 interchange, and the other being the Highway 99/70 corridor northbound.

The Highway 20 and Highway 70/99 corridors were originally identified as High Emphasis Focus Routes in the 1998 ITSP. These corridors are heavily travelled, often two-lane roads used by local residents, travelers and, especially, the agriculture industry to move products from the fields to the urban highways.

Mr. Malcolm Dougherty, Director
California Department of Transportation
June 5, 2015
Page 4

in Figure 47 on page 121 and related text on pages 122 through 125. Adding these segments back into the 2015 ITSP will continue ongoing and future partnerships, including the availability of local funding and several planned projects by Caltrans District 3 and Placer County (see attached table).

We look forward to our continued successful partnership and improving both the *San Francisco Bay Area – Sacramento – Northern Nevada* and *North Coast – Northern Nevada* strategic interregional corridors.

If you have any questions, please contact me at (530) 823-4030.

Sincerely,



Celia McAdam, AICP
Executive Director

LM:CM:ss

cc: Assemblymember Brian Dahle
1st Assembly District

Assemblymember Frank Bigelow
5th Assembly District

Assemblymember Beth Gaines
6th Assembly District

Senator Ted Gaines
1st Senate District

Senator Jim Nielsen
4th Senate District

Ms. Lucetta Dunn, Chair
California Transportation Commission

Will Kempton, Executive Director
California Transportation Commission

Scott Sauer, Senior Transportation Planner
Caltrans Systems Planning Branch

Requested Changes to the Draft 2015 ITSP

The 2015 ITSP will be used to improve the interregional transportation system based on several funding sources and by several agencies:

Caltrans continues to renew its commitment with regional agencies and other transportation partners to communicate its approach and vision for the

interregional transportation system and ongoing long-range planning to improve interregional mobility and accessibility for people, goods and services to and throughout the State. Transportation decisions are ineffective when made in isolation; all plans, including the ITSP, must consider a variety of planning considerations such as land-use decisions, the economy, environmental impacts, energy policies, and public health (Draft 2015 ITSP, Page 2).

At the core, the ITSP continues to provide direction on the investment of funding for interregional improvement projects (Draft 2015 ITSP, Page 2).

California's sheer geographic size, terrain, and dispersed urbanized areas provide a unique set of challenges in developing a comprehensive interregional transportation system. This leads to vast stretches of interregional transportation facilities traveling through rural areas that do not have the population to raise revenues for extensive improvements, which will benefit the entire State (Draft 2015 ITSP, Page 7).

PCTPA realizes the lack of available funding, especially in the Interregional Transportation Improvement Program (ITIP), but it seems opportunities for partnership in both the *San Francisco Bay Area – Sacramento – Northern Nevada* and *North Coast – Northern Nevada* strategic interregional corridors will be overlooked without the following changes to the Draft 2015 ITSP:

- Add language (in bold italic below) on page 64 in the statement of priorities paragraph for the *San Francisco Bay Area – Sacramento – Northern Nevada* strategic interregional corridor:

Addressing increased travel demand for commute purposes should be addressed through local and regional agency funding sources and through increased transit availability and possibly the development of High Occupancy Toll lanes or other managed lane facilities. Operational improvements to support goods movement and economic development will be completed through funding partnerships between Caltrans and local agencies. The corridor will also be subject to further development of alternative fueling infrastructure such as electric vehicle charging and hydrogen fueling stations.

- Add the segments of SR 20 from I-5 to I-80 and SR 49 from SR 20 to I-80 back into the 2015 ITSP as part of the *North Coast – Northern Nevada* strategic interregional corridor

paragraph on page 64 for the *San Francisco Bay Area – Sacramento – Northern Nevada* strategic interregional corridor.

North Coast – Northern Nevada Strategic Interregional Corridor

Another strategic interregional corridor that PCTPA is specifically interested is the *North Coast – Northern Nevada*, which includes SR 20/SR 29/SR 53 between US 101 and I-5 in the Draft 2015 ITSP. The last update of the ITSP in 2013 and previous ITSP versions since 1998 included this entire critical east-west route through northern California from US 101 to I-80, including segments of SR 20 and SR 49 through Sutter, Yuba, Nevada, and Placer County. The criteria used in the Draft 2015 ITSP to identified strategic interregional corridors is:

The first step in this process is the identification of Strategic Interregional Corridors, the main interregional corridors that serve goods movement, recreational travel, sustainability, social equity, the economy, and provides basic access to regions across the State (Draft 2015 ITSP, Page 52).

PCTPA objects to Caltrans removing the segments of SR 20 from I-5 to I-80 and SR 49 from SR 20 to I-80 from the ITSP. PCTPA strongly urges Caltrans to reconsider adding these segments back into the 2015 ITSP as part of the *North Coast – Northern Nevada* strategic interregional corridor based on the following:

- Population within the Counties of Sutter, Yuba, Nevada, and Placer (SR 20/SR 49) is expected to increase from 616,751 to 869,334, a 41% percent increase between 2010 and 2040.
- Based on Caltrans truck volume data for 2013, trucks represent 10 percent of traffic on SR 20 near SR 49 and 15 percent of traffic on SR 20 between SR 49 and I-80 (http://traffic-counts.dot.ca.gov/docs/2013_aadt_truck.pdf), these are critical goods movement routes not just commuter routes.
- These segments of SR 20 and SR 49 are identified as Tier 3 in the recently completed California Freight Mobility Plan, consistent with other highways included in the Draft 2015 ITSP.
- These segments are key east-west interregional links for communities, goods movements, and tourism. Without this critical connection, the closest east-west strategic interregional corridor would be 100 miles north on I-5 (SR 44 in Redding) or 50 miles south on I-5 (I-80 in Sacramento).
- The 2015 ITSP includes Capital Corridor passenger rail from Auburn to San Jose, which is a key project to promote alternative modes of travel in Placer County. PCTPA is actively working with regional partners to expand the Capital Corridor and increase ridership. For interregional travel from Nevada County to Placer County, motorists and local transit service must use SR 20 and SR 49 to reach the Capitol Corridor station in Auburn.



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

KETH NESBITT
City of Auburn
TONY HESCH
City of Colfax
STAN NADER
City of Lincoln
BRIAN BAKER
Town of Loomis
DIANA RUSLIN
City of Rocklin
SUSAN ROHAN
City of Roseville
JIM HOLMES
KIRK UHLER
Placer County
RON TREABESS
Citizen Representative
CELIA MCADAM
Executive Director

June 4, 2015

Mr. Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873, MS-49
Sacramento, CA 94273-0001

RE: Comments on the Draft 2015 Interregional Transportation Strategic Plan

Dear Mr. Dougherty,

Thank you for the opportunity to review and comment on the Draft 2015 Interregional Transportation Strategic Plan (ITSP). The Placer County Transportation Planning Agency (PCTPA) has a long history of partnering with Caltrans District 3 on important regional transportation projects, including the recently completed I-80 Capacity and Operational Improvements in the City of Roseville, SR 65 Bypass around the City of Lincoln, and ongoing work to increase the number of passenger rail roundtrips to and from Placer County on the Capital Corridor. Below are comments on both the *San Francisco Bay Area – Sacramento – Northern Nevada* and *North Coast – Northern Nevada* strategic interregional corridors included in the Draft 2015 ITSP.

San Francisco Bay Area – Sacramento – Northern Nevada Strategic Interregional Corridor

We look forward to continuing the great partnership between Caltrans, PCTPA, and our seven local agencies, including improving the transportation system for all modes identified in the *San Francisco Bay Area – Sacramento – Northern Nevada* strategic interregional corridor of the Draft 2015 ITSP. This strategic interregional corridor includes the entire length of I-80 in Placer County and the Capital Corridor train passenger service to Roseville, Rocklin, and Auburn. *The Capitol Corridor is currently the third busiest route in the Amtrak system, having carried 1.42 million passengers in Federal Fiscal Year 2014 (Draft 2015 ITSP, Page 40).*

The priority for this strategic interregional corridor includes ...*focus on a fix-it-first approach with additional highway capacity added only where specifically needed, particularly serving the movement of freight, and expanding the capacity of and frequency of the Capitol Corridor intercity passenger rail services (Draft 2015 ITSP, Page 64).* PCTPA strives to provide a regional transportation system that improves safety and reduces congestion for existing residents and businesses, promotes goods movement, facilitates tourism, and supports economic development. The Draft 2015 ITSP focuses mostly on roadway maintenance and enhancing transit, such as the Capital Corridor, which PCTPA also supports. However, opportunities to partner with Caltrans on operational highway improvements to support goods movement and economic development needs to be added to the statement of priorities

Cc:

Scott Sauer
Caltrans System Planning MS 32
P.O. Box 942874
Sacramento, CA 94274

Ms. Lucetta Dunn, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

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

Assemblyman James Gallagher
State Capitol, Suite 5128
Sacramento, CA 94249

Senator Jim Nielson
State Capitol, Room 2068
Sacramento, CA 95814

It is our understanding that the development of the 2015 ITSP update and the identification of the Strategic Interregional Corridors focused only on the analysis of goods movement data and inter-city rail corridors, and did not include an analysis or modeling of travel on the interregional state highway system. Interregional recreational travel and tourism are vital to the state and regional economies and should be considered in all aspects of transportation planning in conjunction with goods movement. Proposing to eliminate critical segments of Focus Routes without a comprehensive analysis of interregional travel and economic impact is not acceptable.

SR 20 serves major east/west interregional movement for people and goods across the northern Central Valley, mainly linking U.S. 101 to Interstate 5, SR 45, SR 70/99 and Interstate 80. This includes all of the economic centers in between such as the cities of Williams and Colusa, the Yuba City /Marysville area, and the Nevada City/Grass Valley area. This route is part of a North state "crossroads," or "hub" for agricultural goods movement in the North Valley. Additionally, SR 20 is utilized as an emergency detour route when Interstate 5 or Interstate 80 are closed for major accidents, wildfires, and construction.

Colusa County's agricultural crop business is highly dependent on connectivity to these main corridors, as SR 20 is a key interregional corridor for transporting Colusa County's product to market. This route provides direct "farm to market" access to I-5, SR 45 and SR 70/99. Failure to recognize the significance of this primary transportation corridor east of I-5 will ultimately inhibit the economic health and future growth of the region.

The funding partnerships between CCTC and Caltrans advance both regional and statewide goals and leverage additional funding. Without the critical partnership of both IIP and RIP funds, CCTC would not be able to complete the improvements in this key interregional corridor. Improvements to SR 20 are significant priorities of the CCTC and will continue to be such for future STIP cycles. Recently, the California Transportation Commission (CTC) allocated nearly \$3.5M of joint-agency RIP funds to include improvements on SR 20 just east of I-5, providing ever critical access to current and future commerce in the City of Williams area.

In order to continue to develop and maintain partnerships and commitments with Caltrans and work collaboratively to fund improvements in this priority interregional corridor, *it is critical that SR 20 remain identified as part of the new Strategic Interregional Corridors in the 2015 ITSP.*

If you have any questions, or require any additional information, please do not hesitate to contact me at (530) 458-0466, or via email at slanphier@countyofcolusa.org.

Respectfully,



Scott M. Lanphier, PE, CFM
Executive Director
Colusa County Transportation Commission

COMMISSIONERS

County of Colusa:

KIM DOLBOW VANN, CHAIR
GARY EVANS
DENISE CARTER

City of Colusa:

TOM REISCHE, VICE-CHAIR
DAVID WOMBLE

City of Williams:

FRANK KENNEDY



COUNTY OF COLUSA

TRANSPORTATION COMMISSION
TRANSIT AGENCY

1215 MARKET ST., COLUSA, CALIFORNIA 95932
TELEPHONE (530) 458-0466 FAX (530) 458-2035

Scott M. Lanphier, PE, CFM, Executive Director

June 8, 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Dougherty,

Thank you for the opportunity to provide comment and voice our concerns in relation to the recently released Draft 2015 Interregional Transportation Strategic Plan (ITSP).

The Colusa County Transportation Commission (CCTC) has been a committed partner with Caltrans in the planning, programming, and funding of construction improvements on State Route (SR) 20 as a priority interregional corridor in Colusa County. The 1998 ITSP identified SR 20 as a "Focus Route". As a Focus Route this facility was identified as part of the ten Interregional Road System (IRRS) corridors of highest priority in the state for completion of minimum facility standards in the twenty year period. The improvement of this facility and continued partnership with Caltrans is a significant regional transportation priority in Colusa 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". 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 Draft 2015 ITSP also states, "A goal of this ITSP is to develop a more realistic interregional investment strategy that better matches 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. *The omission of SR 20 from inclusion in the eleven identified Strategic Interregional Corridors in the Draft 2015 ITSP is inconsistent with previous priorities, and limits the potential for future Interregional Improvement Program (IIP) and Regional Improvement Program (RIP) funding opportunities.*

that is not included in the ITSP, especially given the aforementioned statements about "current funding levels and restrictions."

It is our understanding that the Draft 2015 ITSP update utilized freight movement as "a surrogate for interregional travel," and, "that each of the state highways contained within the Strategic Interregional Corridors of the ITSP was examined for its annual average truck and automobile volumes with the intent of finding areas that had the greatest freight truck impact" (Draft ITSP Page XIX). This decided emphasis on goods movement data does not capture all of the interregional travel, movement, or long distance non-commute related trips, as defined in the Draft ITSP on page 2.

Many significant non-commute related trips in rural areas are made for the purposes of recreational travel, tourism and market-to-farm agriculture activities. These trips are vital to state and regional economies and should be considered in all aspects of transportation planning in conjunction with goods movement. Other interregional trips in the rural areas of California provide access to tribal lands, provide critical support for emergency preparedness, or consist of long distance trips to shopping or other service destinations. The majority of the rural area interregional trips are made in a vehicle, as transit systems and other modal options are largely unavailable.

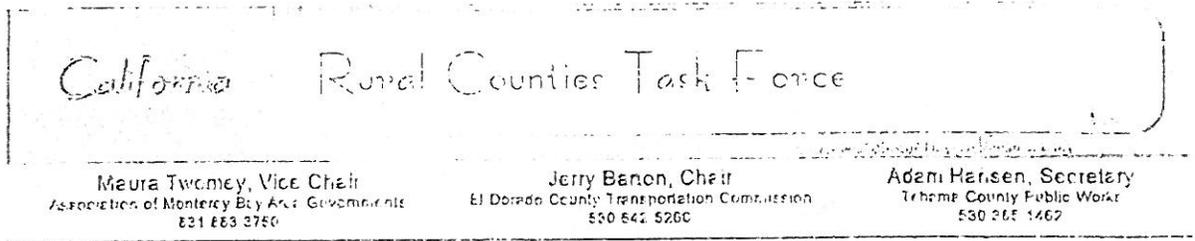
The RCTF membership recognizes Caltrans' intent to comply with Senate Bill 486 (DeSaulnier) deadlines, but we believe that proposing to eliminate critical segments of Focus Routes without a comprehensive analysis of interregional travel fails to capture regional transportation demands that impact California's rural communities. A more comprehensive analysis of interregional trips would better contribute to the purpose of the ITSP by ensuring that the plan "evaluates the basic connectivity and accessibility of the interregional transportation system to ensure all major regions in the state can be reliably accessed" (Draft ITSP page 6).

The state transportation system has a tremendous value to the rural areas. In many cases, state highways serve as main streets for rural communities and provide critical links from communities that would otherwise have no alternate route. As noted on page 7 of the 2015 Draft ITSP, rural areas "do not have the population to raise revenues for extensive improvements which will benefit the entire state." We appreciate your consideration of the rural areas of California as you further refine the Draft ITSP and the Strategic Interregional Corridors contained therein.

Sincerely,

Jerry Barton
Chair, RCTF

Cc: Brian Kelly, Secretary, California State Transportation Agency
Will Kempton, Executive Director, California Transportation Commission
Scott Sauer, Branch Chief, California Department of Transportation
Janet Dawson, Chief Consultant, Assembly Transportation Committee
Eric Thronsen, Consultant, Senate Transportation and Housing Committee
Lisa Davey-Bates, Chair, North State Super Region



June 5, 2015

Mr. Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873, MS-49
Sacramento, CA 94273-0001

Re: Comments on the Draft Interregional Strategic Plan

Dear Mr. Dougherty:

The Rural Counties Task Force (RCTF) represents the 26 Rural Regional Transportation Planning Agencies and Local Transportation Commissions in California that coordinate with local, state, and federal agencies to plan, fund, design, and construct transportation projects that address statewide sustainability and environmental goals. The RCTF was established in 1988 in partnership with the California Transportation Commission to provide a direct opportunity for rural counties to remain involved with changing statewide and federal transportation policies and programs in an advisory role.

The RCTF membership appreciates the opportunity to comment on the 2015 Draft Interregional Strategic Plan (ITSP). Caltrans' System Planning staff have provided updates at our recent meetings and there has been much discussion and concern about this document from the rural perspective.

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 Interregional Road System (IRRS) corridors, and proposes what are now defined as Strategic Interregional Corridors. 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" (Draft ITSP page 2). 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" (Draft ITSP page 7). The RCTF believes the ITSP should be a comprehensive plan for the interregional system and not a plan that is developed on the basis of financial constraints. It might be helpful to consider a funding constrained and unconstrained list of projects, similar to those included in Regional Transportation Plans. While we appreciate that the ITSP indicates that "IRRS facilities not identified still hold regional significance for cities, counties, regional agencies and the state, and are still eligible for funding through a variety of sources, including the ITIP" (Draft ITSP page 54). The RCTF member agencies recognize that it is highly unlikely that ITIP funding would be identified for a corridor

Mr. Malcolm Dougherty, Director
Draft Interregional Transportation Strategic Plan
June 2, 2015
Page 2

"minimum facility concept standard" during the ITSP 20-year planning horizon, which isn't scheduled to sunset until 2033. It's important to note that several of these counties have spent millions of dollars and programmed against future revenues to fund the planning, design, and environmental review requirements anticipating future ITIP awards to upgrade these facilities based on their Focus Route designation. RCRC is concerned that failing to include these routes in the Strategic Interregional Corridors as proposed in the Draft 2015 ITSP will have a tremendous impact on these counties' ability to compete for limited ITIP funding to upgrade these critical IRRS corridors and threatens rural economic opportunities.

It is our understanding that the development of the Draft 2015 ITSP update and the identification of the Strategic Interregional Corridors focused only on the analysis of goods movement data and inter-city rail corridors, and did not include an analysis or modeling of travel on the interregional state highway system. Interregional recreational travel and tourism are vital to the State and regional economies and should be considered in all aspects of transportation planning in conjunction with goods movement. RCRC recognizes Caltrans' intention to comply with Senate Bill 486 (DeSaulnier) long-range transportation planning and programming deadlines, but believes that proposing to eliminate critical segments of Focus Routes without comprehensive analysis of interregional travel is a shortsighted approach at capturing regional transportation demands that unduly impacts these rural communities.

Interregional travel is a primary concern for RCRC and our member counties who greatly rely on the interregional transportation system to not only provide rural communities with access to developed areas of the State, but help strengthen our economic competitiveness. RCRC believes that Caltrans should add State Routes 20, 49, 198, and 395 to the list of Strategic Interregional Corridors as proposed in the Draft ITSP so they continue to maintain their high priority status to compete for ITIP funding.

If you should have any questions or concerns with these comments, please feel free to contact me directly at (916) 447-4806.

Sincerely,



PAUL A. SMITH
Senior Legislative Advocate

cc: Brian Kelly, Secretary, California State Transportation Agency
Will Kempton, Executive Director, California Transportation Commission
Scott Sauer, Branch Chief, California Department of Transportation
Janet Dawson, Chief Consultant, Assembly Transportation Committee
Eric Throssen, Consultant, Senate Transportation and Housing Committee
Jerry Barton, Chair, Rural Counties Task Force
Lisa Davey-Bates, Chair, North State Super Region



RURAL COUNTY REPRESENTATIVES
OF CALIFORNIA

June 2, 2015

Mr. Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

RE: Draft Interregional Transportation Strategic Plan

Dear Mr. Dougherty:

On behalf of the Rural County Representatives of California (RCRC), I write to provide comments and voice concerns regarding the Draft Interregional Transportation Strategic Plan (ITSP).

RCRC is an association of thirty-four rural California counties and the RCRC Board of Directors is comprised of elected supervisors from those member counties. Rural county supervisors are extensively involved in transportation-related issues on two primary fronts: 1) Boards of Supervisors oversee public works directors/departments and subsequently help maintain the road network of their respective county; and, 2) many supervisors sit as members of local transportation planning agencies where determining and funding projects are prioritized and developed.

The ITSP is a California Department of Transportation (Caltrans) planning document that provides guidance for the identification and prioritization of interregional transportation projects. The initial ITSP was developed in 1998 and a status update was conducted more recently in October 2013. A key component of the initial and subsequent update of the ITSP is the identification of 10 "Focus Routes," which consist of a subset of Interregional Road System (IRRS) routes as identified in Streets and Highways Code Section 164.10 to 164.20, to receive high priority for Interregional Transportation Improvement Program (ITIP) funding. These Focus Routes - combined with certain components of the interstate system - are the backbone of interregional goods movement; support rural economies based on agriculture and recreational tourism; and provide connectivity between rural communities and developed areas of the State.

The Draft 2015 ITSP proposes to eliminate critical segments of Focus Routes in several rural counties through a shift towards newly-identified Strategic Interregional Corridors. Specifically, the Draft 2015 ITSP proposes to eliminate State Routes 20, 49, 198, and 395, which are critical routes that serve the counties of Nevada, Yuba, Sutter, Colusa, Lassen, Modoc, Tulare, Kings, and Fresno, and neighboring counties who use these routes to travel across regions. These Focus Routes, among others, represent the IRRS corridors that were identified as the highest priority for interregional travel and for scheduled upgrades to reach the

1215 K Street, Suite 1650, Sacramento, CA 95814 | www.rcrcnet.org | 916.447.4806 | Fax: 916.448.3154

ALPINE AMADOR BUTTE CALAVERAS COLUSA DEL NORTE EL DORADO GLENN HUMBOLDT IMPERIAL INYO LAKE LASSEN MADERA MARIPOSA MENDOCINO
MERCED MODOC MONO NAPA NEVADA PLACER FLUMAS SAN BENITO SHASTA SIERRA SISKIYOU SUTTER TEHAMA TRINITY TULARE TUOLUMNE YOLO YUBA

Among the factors that justify including the identified segments of SR 20, SR 49, SR 99, and US 50 as strategic interregional corridors:

- Freight represents a significant portion of travel along each corridor and each corridor has been endorsed as a priority goods movement route in adopted regional plans or in the recently completed California Freight Mobility Plan (CFMP).
- As population in the communities along these corridors continues to increase, there is the risk of greater friction between passenger and freight vehicles without further investment. Already, many segments of these corridors have greater incidence rates than the statewide average and critical safety improvements are planned.
- The corridors provide unique interregional connections. Only the SR 99 corridor is near a parallel ITSP priority corridor (SR 70). For the other corridors, these routes are the only major interregional route for many miles. For example, the closest east-west strategic interregional corridor to SR 20 is 100 miles north on I-5 (SR 44 in Redding) or 50 miles south (I-80 in Sacramento).
- Regional and local agencies have demonstrated a true partnership with Caltrans to help fund prior improvements, but state support through the Interregional Transportation Improvement Program (ITIP) will continue to be needed if long-planned safety and mobility needs are to be completed. Most of these routes connect economically disadvantaged communities with limited local funding options.
- The draft ITSP includes Capital Corridor passenger rail from Auburn to San Jose, a key project to the SACOG region. For interregional travel from Nevada County to Placer County, motorists and local transit service must use SR 20 and SR 49 to reach the Capitol Corridor station in Auburn.

SACOG has shaped our ITSP recommendations through coordination with other regional agencies that include the Colusa County Local Transportation Commission, the El Dorado Transportation Commission, the Nevada County Transportation Commission, and the Placer County Transportation Planning Agency. We look forward to our continued and successful partnership with these partner agencies and Caltrans in realizing the vision of an efficient interregional transportation system that provides vital access and mobility opportunities across California.

We appreciate your consideration of these ITSP recommendations and welcome any questions you may have.

Sincerely,



Matt Carpenter
Director of Transportation Services



June 8, 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Re: SACOG comments on the Draft 2015 ITSP

Dear Mr. Dougherty,

We appreciate the opportunity to review and comment on the Draft 2015 Interregional Transportation Strategic Plan (ITSP). The Sacramento Area Council of Governments (SACOG) has had a long and successful history partnering with Caltrans and neighboring regional transportation planning agencies to plan and implement important projects along the corridors that link Northern California.

The current version of this plan, the 1998 ITSP, identifies a comprehensive network of priority interregional highways and rail corridors through the SACOG region.

Since that plan was adopted, these corridors have been repeatedly endorsed as important interregional corridors in local, regional, and state planning documents.

We are encouraged that the new draft of the ITSP reaffirms the importance of some of these interregional routes through a new designation as a Strategic Interregional Corridor. Both the I-80 and I-5 corridors will remain vital connections across the state, while the identified segments of the intercity rail corridors linking our region to the Bay Area and the Central Valley will serve an increasing share of travel in the future.

Our concern with the draft ITSP is that other important interregional corridors are proposed to be removed from the priority interregional transportation network in the two ITSP geographies that include the SACOG region: the *San Francisco Bay Area – Sacramento – Northern Nevada* region and the *North Coast – Northern Nevada* region. Specifically, our concern is that the following corridors are not priorities in the new draft of the ITSP:

- SR 20 between I-5 to I-80
- SR 49 between Grass Valley and I-80
- SR 99 between the SR 99/SR 70 split and Butte County
- US 50 between Sacramento and the Nevada state line

SACOG recommends that Caltrans add these segments to the 2015 ITSP as strategic interregional corridors. Leaving out these routes is inconsistent with adopted policy documents that demonstrate their importance to moving people and goods across Northern California. These interregional corridors should remain the priorities they were when first identified in the 1998 ITSP.

Auburn
Citrus Heights
Colfax
Davis
El Dorado County
Elk Grove
Folsom
Galt
Isleton
Lincoln
Live Oak
Loomis
Marysville
Placer County
Placerville
Rancho Cordova
Rocklin
Roseville
Sacramento
Sacramento County
Sutter County
West Sacramento
Wheatland
Winters
Woodland
Yolo County
Yuba City
Yuba County

RECEIVED JUN 15 2015 260.1

15329 Little Valley Road, No. 56
Grass Valley, CA 95949
Thurs. June 4, 2015

Mr. Scott Sauer
CalTrans System Planning
MS 32
P.O. Box 942874
Sacramento, CA 94274

re: State Route 49 and 20 Strategic Corridor, Nevada County

Dear Sir;

This morning's news broadcast on radio station KNCO, Grass Valley, Nevada City, informed listeners that the above-named Strategic Corridor had been stricken from its position of High Priority in this year's CalTrans System Plan.

It happens that I live immediately adjacent to SR 49, about 5 miles south of Grass Valley, and one-half mile N of the Alta Sierra Drive signal. I'm therefore constantly alert to the nature of the traffic on the Route, its stoppages due to mishaps, and its increases in flow.

Kindly permit me to encourage your re-consideration of the SR 49 & 20 Nevada County prioritization, by highlighting the following several factors.

Especially in winter, SR 49 & 20 become alternate routes of travel when I-80 traffic is closed or hindered due to snowfall or vehicle accident. West-bound automobile and big-rig traffic becomes continuous and non-stop southward on SR 49, heading toward the I-80 junction in Auburn to resume travel to Sacramento, the Central Valley, and San Francisco metropolitan Bay Area cities. The SR 49 & 20 Strategic Corridor is an essential back-up route for the heavy commercial and recreational traffic that usually travels I-80 over the Donner Pass. Many drivers select the route in fair weather as well.

Notwithstanding the numerous local trips upon this Corridor, improvements to the SR 49 & 20 Strategic Corridor primarily benefit traffic with metropolitan destinations. The effects of straightening and widening these arterials provide opportunity for pokey drivers to choose a right-hand lane, and facilitate the movement of through traffic.

You may know that Nevada County has already spent some six millions of taxpayer dollars, on both environmental and engineering work, in order to partner with the State for the necessary improvements to the SR 49 & 20 Strategic Corridor.

In light of that significant investment, and of the greater benefits that will accrue to California urban areas through improvements to these roads, let me urge you to give the SR 49 & 20 Strategic Corridor another look, in recognition that upgrades to California's mountain arterials help to insure the unimpeded flow of life-blood, and hence livelihood, from and to our important population centers in the Golden State.

Respectfully yours,

cc.: Sen. Gaines
Assem. Dahle
Sup. Scofield
Exec. Director Landon

A.C. Landon

June 9, 2015

Tracy Frost, Chief
Caltrans System Planning MS 32
P.O. Box 942874
Sacramento, CA 94274

Subject: Comments on Draft 2015 Interregional Transportation Strategic Plan Update

Dear Ms. Frost,

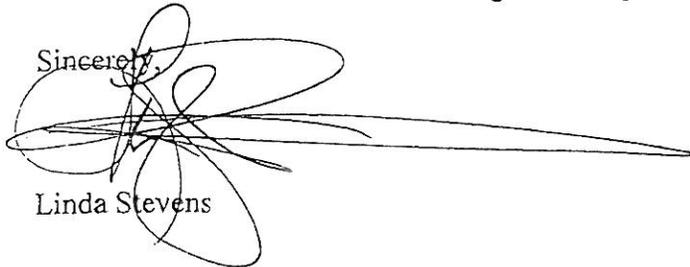
I am writing you today to express my concerns related to the Draft 2015 Interregional Transportation Strategic Plan (ITSP). As a former City Council member and Mayor of the City of Grass Valley, as well as former members of the Nevada County Transportation Commission, I am acutely aware of the interregional importance of both State Route (SR) 20 and SR 49.

As a key east/west interregional connection linking U.S. 101, Interstate 5, SR 99, SR 70, and Interstate 80, both SR 20 and SR 49 were considered to be "Focus Routes" of top priority in the 1998 ITSP. These routes however, were not included in the proposed "Strategic Interregional Corridors" designating high priority in the 2015 Draft ITSP. Both the SR 20 and SR 49 interregional corridors address the objectives considered in defining the new Strategic Interregional Corridors in the 2015 Draft ITSP and the goals of the California Transportation Plan 2040, I respectfully request that Caltrans include them in the Strategic Interregional Corridors in the Final 2015 ITSP.

SR 20 and SR 49 are key interregional corridors that provide for the movement of goods and people to and from the region and access to the City of Grass Valley, which serves as the economic hub of the region. The planned improvements in the SR 20 and SR 49 corridors will play a key role in improving safety and providing for the reliable movement of people and goods to and from the region. SR 20 and SR 49 also provide critical connections to the Interstate 5 and Interstate 80 gateways and serve as emergency alternative routes when accidents or other incidents force closures.

I am well of aware of funding constraints at the state and federal level and recognize that funding priorities change from year to year, but I strongly disagree with SR 20 and SR 49 not being included in the priority Strategic Interregional Corridors in the 2015 Draft ITSP. I respectfully request that you consider restoring the priority designation for these important interregional routes and include them in the Strategic Interregional Corridors.

Sincerely,

A handwritten signature in black ink, appearing to read "Linda Stevens", with a long horizontal flourish extending to the right.

Linda Stevens

While the surge of effort 9 years ago was instrumental in reducing fatalities from as many as 10 per year to an average of about 2 per year, the total number of accidents has increased 54% in the past 7 years. (see accident table)

Year	Fatal	Injury	Property Damage Only	Total
2008	1	23	41	65
2009	3	31	37	71
2010	2	19	43	64
2011	1	39	51	91
2012	2	24	66	92
2013	2	28	74	104
2014	0	33	67	100

	Caltrans data
	CHP data

When our group started in 2006, SR49 had an "F" Rating and to this date it continues to have an "F" Rating. With the amount of traffic and congestion increasing each year the need to maintain SR49 as a Focus Route becomes vitally important. The elimination of SR49 as a FOCUS Route would return us to the 2003 levels of accidents and fatalities.

Sincerely,
 Bruce Jones, Deborah Jones and Chet Krage
 "Citizens for Highway 49 Safety"
www.citizensforhighway49safety.com
 530-268-9117

Dan Landon

From: Dan Landon <dlandon@nccn.net>
Sent: Thursday, June 04, 2015 10:53 AM
To: catherine.bird@sen.ca.gov; cheri.west@asm.ca.gov
Cc: Benipal, Amarjeet S@DOT (amarjeet.benipal@dot.ca.gov); Dianira Soto (dianira.soto@dot.ca.gov)
Subject: FW: 2015 Interregional Strategic Plan

Sent: Thursday, June 04, 2015 10:43 AM
To: hq.system.planning@dot.ca.gov
Subject: 2015 Interregional Strategic Plan

Dear Mr. Scott Sauer,

We strongly request that the **State Route 49** segment between Grass Valley and Auburn be included as part of a Strategic Interregional Corridor in the 2015 Interregional Strategic Plan. This designation is consistent with the designation of State Route 49 as an **Interregional Focus Route in the 1998 ITSP and the 2012 ITSP Update**.

For several decades, traffic volume has exceeded design on this SR 49 segment and has resulted in excessive fatalities, injuries, and collisions. In the past 26 years, 2 comprehensive studies have been conducted by Caltrans and the transportation commissions of Nevada and Placer counties to identify and evaluate alternative routes (bypasses) for SR 49 traffic to access I-80. No feasible alternatives were found, and the conclusion of both studies was to make incremental improvements to the existing route.

The inclusion of this SR 49 segment in the 1998 ITSP as a Focus Route enhanced the ability to secure priority and funding to "keep up" with increasing traffic and to reduce the safety hazards and accident statistics in the ensuing years. A partial list of improvements since 1998 includes:

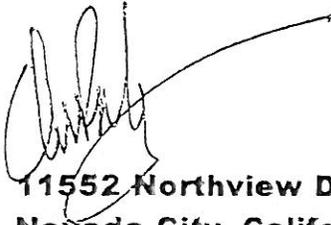
1. Several sections of the 2-lane highway were expanded to 4-lane and many un-signalized encroachments were eliminated.
2. Grants were obtained to increase enforcement on SR 49.
3. Numerous minor projects were executed to add turn lanes and shoulders.
4. Rumble strips were added to the 2-lane sections to help prevent crossover head-on collisions but it has not prevented all of them and they continue to happen.
5. The SR 49 segment was designated a Safety Corridor amidst a major citizen campaign initiated by the group, "Citizens for Highway 49 Safety" to **SAVE LIVES NOW**.
6. With Caltrans leadership, the SR 49 Corridor System Management Plan was developed and is being executed and has had positive results.

But we are not done. Many more improvements are needed, and continuing its designation as a FOCUS ROUTE is vital for SR 49.

It would be greatly appreciated if Caltrans would reconsider this proposed action and recognize the work of so many in this region and the NCTC to work with Caltrans to improve these corridors and honor the existing partnerships and commitments that have been made over so many years.

Thank you for any assistance you can provide on this issue, I am at your service to provide any additional background.

Edward B. Sylvester

A handwritten signature in black ink, appearing to read 'Edward B. Sylvester', with a long horizontal flourish extending to the right.

**11552 Northview Drive
Nevada City ,California
95959
530-271-7309
runs4hrs@nccn.net**

260.0

EDWARD B. SYLVESTER

California Transportation Commission
1120 N Street MS-52
Sacramento, California
958143
Attn: Will Kempton
Executive Director

June 5, 2015

Dear Will:

I hope this finds you well and still running!

It has come to my attention the Draft 2015 ITSP has omitted the SR20 corridor(east of Interstate 5 to Interstate 80) and the SR 49 corridor(Grass Valley to Interstate 80) from inclusion in the eleven identified Strategic Interregional Corridors .

As a 16 year member of the Nevada County Transportation Commission and as member and Chairman of the California Transportation Commission I find this omission is not consistent with previous priorities and does not reflect the interregional importance of these corridors.

These two corridors are the lifelines of this area. They provide routes of commerce and commute routes as well as providing alternative routes in emergencies on both 80 and 5.

I am the Vice Chairman of Sierra Nevada Memorial Hospital Board and these routes are of critical importance for our emergency services and their continued improvement means improved safety for our transportation vehicles. We are also the largest private employer in Nevada County with over 800 employees to whom these routes are of critical importance as well.

Cc:

Scott Sauer

Caltrans System Planning MS 32

P.O. Box 942874

Sacramento, CA 94274

Ms. Lucetta Dunn, Chair

California Transportation Commission

1120 N Street, MS-52

Sacramento, CA 95814

Will Kempton, Executive Director

California Transportation Commission

1120 N Street, MS-52

Sacramento, CA 95814

Assemblyman Brian Dahle

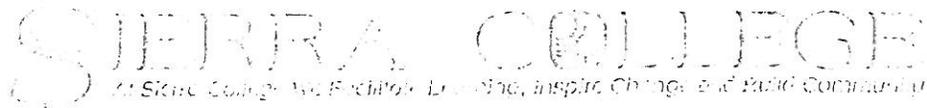
State Capitol, Suite 2158

Sacramento, CA 94249-0001

Senator Ted Gaines

State Capitol, Room 3070

Sacramento, CA 95814



June 8, 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Subject: Comments regarding Caltrans Draft 2015 Interregional Transportation Strategic Plan

Dear Mr. Dougherty,

Since the establishment of the Sierra College Nevada County Campus, our goal has been to facilitate learning, inspire change, and build community. The College continues this mission as it adapts to meet the ever-changing needs of students while also promoting lifelong learning for community members. Sierra College has an outstanding academic reputation, excellent technologies and training programs, and updated facilities, to serve a projected enrollment of over 10,000 credit and noncredit students at this campus location. The Nevada County Campus serves students in Nevada County as well as surrounding counties.

Once students begin their higher education journey at our campus, we find many of them expand their educational opportunities by commuting to the Rocklin campus; therefore, traveling regularly on SR 20 and SR 49. It is with our students in mind that we respectfully ask for your reconsideration to include SR 20 and SR 49 in the Draft 2015 Interregional Transportation Strategic Plan (ITSP). Both SR 20 and SR 49 serve as critical corridors providing for both regional and interregional access to the Sierra College Nevada County Campus. As our enrollment increases it will be important that improvements are constructed in these corridors in order to maintain safe and efficient access for our students as well as our employees.

It is my hope that you will include SR 20 and SR 49 as part of the new priority Strategic Interregional Corridors in the 2015 ITSP to ensure the improvements needed to provide safe and reliable access remain a priority for regional, state, and federal funding sources.

Sincerely,

Stephanie Ortiz, Executive Dean
Sierra College Nevada County Campus

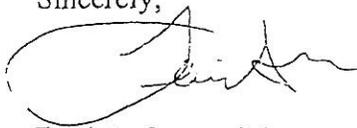
NEVADA COUNTY CAMPUS

• 250 Sierra College Drive • Grass Valley CA 95945 • Tel. 530-274-5300 • Fax 530-274-5335 •

Malcolm Dougherty, Director
California Department of Transportation
June 10, 2015
Page 2

It is crucial that SR 20 and SR 49 be included as part of the new priority Strategic Interregional Corridors in the 2015 ITSP to ensure that partnerships are maintained to fund the identified improvements needed to provide safe and reliable access to Nevada City and play a key role in its economic vitality.

Sincerely,



Terri Andersen, Mayor
Nevada City

Cc:
Scott Sauer
Caltrans System Planning MS 32
P.O. Box 942874
Sacramento, CA 94274

Ms. Lucetta Dunn, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

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

Assemblyman Brian Dahle
State Capitol, Suite 2158
Sacramento, CA 94249-0001

Senator Ted Gaines
State Capitol, Room 3070
Sacramento, CA 95814



City of Nevada City

June 10, 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Dougherty,

Thank you for providing an opportunity for the Nevada City Council to comment on the recently released Draft 2015 Interregional Transportation Strategic Plan (ITSP). State Routes (SR) 20 and SR 49 are key interregional corridors providing access to Nevada City. These routes were identified as "Focus Routes" in the 1998 ITSP and were included as part of the ten Interregional Road System (IRRS) corridors of highest priority for completion to minimum facility standards in the twenty year period.

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 now proposes the priority designation "Strategic Interregional Corridors". Nevada City supports a multi-modal approach when planning improvements to the IRRS, but the omission of SR 20 and SR 49 from inclusion in the eleven identified priority Strategic Interregional Corridors in the Draft 2015 ITSP is a drastic and unwarranted shift from previous priorities.

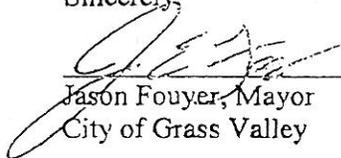
Interregional recreational travel and tourism are vital to the economy of the state and Nevada City, and should be considered in all aspects of transportation planning in conjunction with goods movement. Nevada City is a tourism destination and annually hosts numerous events that draw local, regional, national, and international attendance. One such event, the Nevada City Classic is one of America's top cycling events and celebrates its 55th anniversary this year and many of the nation's top cyclists are expected to be on hand. The Nevada City Classic is one of the premiere sporting events in the Sierra foothills, the largest and oldest bike race on the West Coast, and the second-oldest race in the nation. In 2010, 2011, and 2015, Nevada City has hosted stages of the Amgen Tour of California, which is an annual professional cycling stage race on the UCI America Tour and USA Cycling Professional Tour. These events and other events, such as the Nevada City Film Festival, South Yuba River Citizens League Wild and Scenic Environmental Film Festival, Nevada City Summer Nights, and Victorian Christmas are dependent on having safe and reliable access provided by SR 20 and SR 49.

current demand and forecasted growth. These routes also provide critical connections to the Interstate 5 and Interstate 80 gateways.

SR 49 plays a key role in providing interregional multi-modal connectivity for the residents of Grass Valley, serving as an interregional public transit corridor that provides connections to Placer County Transit and the Amtrak Capital Corridor Inter-City Passenger Rail, at the Auburn Conheim Multimodal Station. SR 49 from Dry Creek Road to south of the McKnight Way Interchange 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 planned improvements to the SR 20 and SR 49 interregional corridors address the objectives of both the ITSP and the California Transportation Plan 2040, and merit inclusion in the 2015 ITSP Strategic Interregional Corridors.

Sincerely,



Jason Fouyer, Mayor
City of Grass Valley

Cc:

Scott Sauer
Caltrans System Planning MS 32
P.O. Box 942874
Sacramento, CA 94274

Ms. Lucetta Dunn, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

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

Assemblyman Brian Dahle
State Capitol, Suite 2158
Sacramento, CA 94249-0001

Senator Ted Gaines
State Capitol, Room 3070
Sacramento, CA 95814

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 Nevada County Transportation Commission has been a committed partner with Caltrans in the planning, programming, and funding of construction improvements in these priority interregional corridors. In order to honor the existing partnerships and commitments that have been made with Caltrans and continue to work collaboratively to fund the improvements in these interregional corridors it is critical that SR 20 and SR 49 be included as part of the new Strategic Interregional Corridors in the 2015 ITSP.

Sincerely,

Ed Scofield, Chair
District 2 Supervisor
Nevada County Board of Supervisors

Cc:
Scott Sauer
Caltrans System Planning MS 32
P.O. Box 942874
Sacramento, CA 94274

Ms. Lucetta Dunn, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

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

Assemblyman Brian Dahle
State Capitol, Suite 2158
Sacramento, CA 94249-0001

Senator Ted Gaines
State Capitol, Room 3070
Sacramento, CA 95814



GRASS VALLEY CITY COUNCIL
125 East Main St., Grass Valley, CA 95945
Robert Richardson, City Manager
Kristi Bashor, City Clerk

Council Members
Jason Fouyer, Mayor
Howard Levine, Vice Mayor
Ben Aguilar
Jan Arbuckle
Lisa Swarhout

June 23, 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Dougherty,

The City of Grass Valley is appreciative of the opportunity to comment on the recently released Draft 2015 Interregional Transportation Strategic Plan (ITSP). The City of Grass Valley is the economic hub of western Nevada County. State Routes (SR) 20 and 49 are key interregional corridors that provide for the movement of goods and people to and from the region and access to the City of Grass Valley.

SR 20 and SR 49 were identified as "Focus Routes" in the 1998 ITSP and were included as part of the 10 Interregional Road System (IRRS) corridors of highest priority for completion to minimum facility standards in the twenty year period. It is our understanding that 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 now proposes the priority designation be identified as "Strategic Interregional Corridors". The City of Grass Valley supports a multi-modal approach when planning improvements to the IRRS, but the omission of SR 20 and SR 49 from inclusion in the 11 identified priority Strategic Interregional Corridors in the Draft 2015 ITSP is an unwarranted shift from previous priorities.

The interregional state highway system is an integral part of the backbone of the state transportation system providing for not only goods movement, but the movement of people between rural areas and urban centers and providing connections to the interstate system. SR 20 and SR 49 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. Interregional recreational travel and tourism are also vital to both the state and regional economies and should be considered in all aspects of transportation planning. The planned improvements in the SR 20 and SR 49 corridors will play a key role in improving safety, providing for the reliable movement of people and goods, and are needed to accommodate

Telephone (530) 274-4310 – Fax (530) 274-4399
www.cityofgrassvalley.com

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0003
(916) 319-2003
FAX (916) 319-2103

Assembly
California Legislature

COMMITTEES
VICE CHAIR AGRICULTURE
APPROPRIATIONS
ENVIRONMENTAL SAFETY AND
TOXIC MATERIALS
JUDICIARY



JAMES GALLAGHER
ASSEMBLYMEMBER, THIRD DISTRICT

June 5, 2015

Malcolm Dougherty, Director
California Department of Transportation
Mail Station MS-32
P.O. Box 942874
Sacramento, CA 94274-0001

Subject: 2015 Interregional Transportation Strategic Plan

Dear Mr. Dougherty:

I appreciate the opportunity to provide the California Department of Transportation (Caltrans) comments on development of the 2015 Interregional Transportation Strategic Plan (ITSP). I represent the 3rd Assembly District, encompassing Yuba, Sutter, Colusa, Butte, Glenn, and Tehama Counties and offer the following for your consideration.

Since 1988, Caltrans has been working within the 3rd Assembly District to improve State Route 70, State Route 99, and State Route 20. SR 70 and SR 99 are critical to personal vehicle traffic and economic goods transportation up and down the state. SR 20 is critical to personal vehicle traffic and economic goods transportation east and west between Interstate 5 and Interstate 80.

Though I appreciate that SR 70 has been recognized in the ITSP, I am concerned that SR 99 and SR 20 have not been included in the plan. Widening and improving SR 20 and SR 99 is important for safety and the transportation of economic goods. Rural two-lane highways are not safe. The 3rd Assembly District is a major agricultural area of California and during harvest season there are dangerous situations as heavy equipment is transported and truck traffic increases. With insufficient passing lanes on all three state routes, the region is subject to higher fatalities because of head-on collisions.

The deletion of these important interregional highways from the ITSP does not indicate a renewed commitment on the part of Caltrans to work with regional agencies or other transportation partners and appears to be a transportation decision made in isolation, without regard to the economic and transportation of a significant portion of Northern California.

While it is recognized that in the short-term, state funding may be needed for other facilities and modes of transportation, in the long-term, including these interregional routes in Strategic Interregional Corridors will preserve the opportunity for regional agencies to partner with Caltrans to fund future improvements.

Sincerely,

BRIAN DAHLE
Assemblyman, 1st District

Cc:

Scott Sauer
Caltrans System Planning MS 32
P.O. Box 942874
Sacramento, CA 94274

Ms. Lucetta Dunn, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

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

Senator Ted Gaines
State Capitol, Room 3070
Sacramento, CA 95814

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P.O. BOX 942649
SACRAMENTO, CA 94249-0001
(916) 319-2001
FAX (916) 319-2101

DISTRICT OFFICE
260 HEMSTED DRIVE, SUITE 110
REDDING, CA 96002
(530) 223-6300
FAX (530) 223-6737

E-MAIL
Assemblymember.Dahle@assembly.ca.gov

Assembly
California Legislature



BRIAN DAHLE
ASSEMBLYMAN, FIRST DISTRICT

COMMITTEES
VICE CHAIR: ENVIRONMENTAL SAFETY
AND TOXIC MATERIALS
VICE CHAIR: NATURAL RESOURCES
PRIVACY AND CONSUMER PROTECTION
UTILITIES AND COMMERCE
WATER, PARKS AND WILDLIFE

May 28, 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Dougherty

The purpose of this letter is to convey comments regarding the Draft 2015 Interregional Transportation Strategic Plan (ITSP). As noted in the draft 2015 ITSP, the connections among regions that are provided by the interregional transportation system enable people living in dense urban areas, working the state's expansive farmlands, or serving the tourist industry in rural mountain communities to participate in California's economy and have access to essential services and opportunities.

The draft 2015 ITSP, states "Caltrans prepared the first ITSP in 1998 in response to Senate Bill (SB) 45 passed in 1997, which altered the priorities and processes for programming and expenditure of state transportation funds. Those funding priorities have not changed, however significant statewide policies and goals have emerge since then."

"In 2013, Caltrans finalized the ITSP status update which summarized the accomplishments of the interregional transportation system program in the fifteen years following the passage of SB 45.... The results showed that roughly 32% of the identified state highway deficiencies have been addressed."

If funding priorities have not changed, and only 32% of the identified state highway deficiencies have been addressed, why have interregional routes such as US 395 from Susanville to the Oregon state line, SR 20 from Interstate 80 to US 101, and SR 49 from Auburn to Grass Valley not been included in Strategic Interregional Corridors and therefore are not listed as Priority Interregional Highways?

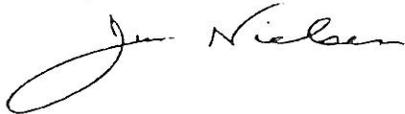
These roads are vital not just to the economy of the area, but to meeting the day-to-day needs of businesses and residents. In order to function safely and efficiently with this broad mix of uses, they must be among the corridors identified as Strategic Interregional Corridors in the draft plan for which public comments are now being accepted.

I am concerned that the emphasis of the draft Interregional Transportation Strategic Plan is squarely on the urban centers without sufficient consideration of the needs of our rural communities, and that puts all people and businesses using those roads at increased risk.

I urge you to please consider identifying the two segments I referenced on the Highway 20 corridor and the Highway 99/70 corridor as Strategic Interregional Corridors.

I appreciate your consideration and look forward to hearing your response. If you have further questions or need additional information, please contact my Roseville District Office at (916) 772-0571.

Sincerely,

A handwritten signature in cursive script that reads "Jim Nielsen". The signature is written in dark ink and is positioned above the printed name.

JIM NIELSEN
Senator, Fourth District



Figure 11: Highway Freight Network Tiers

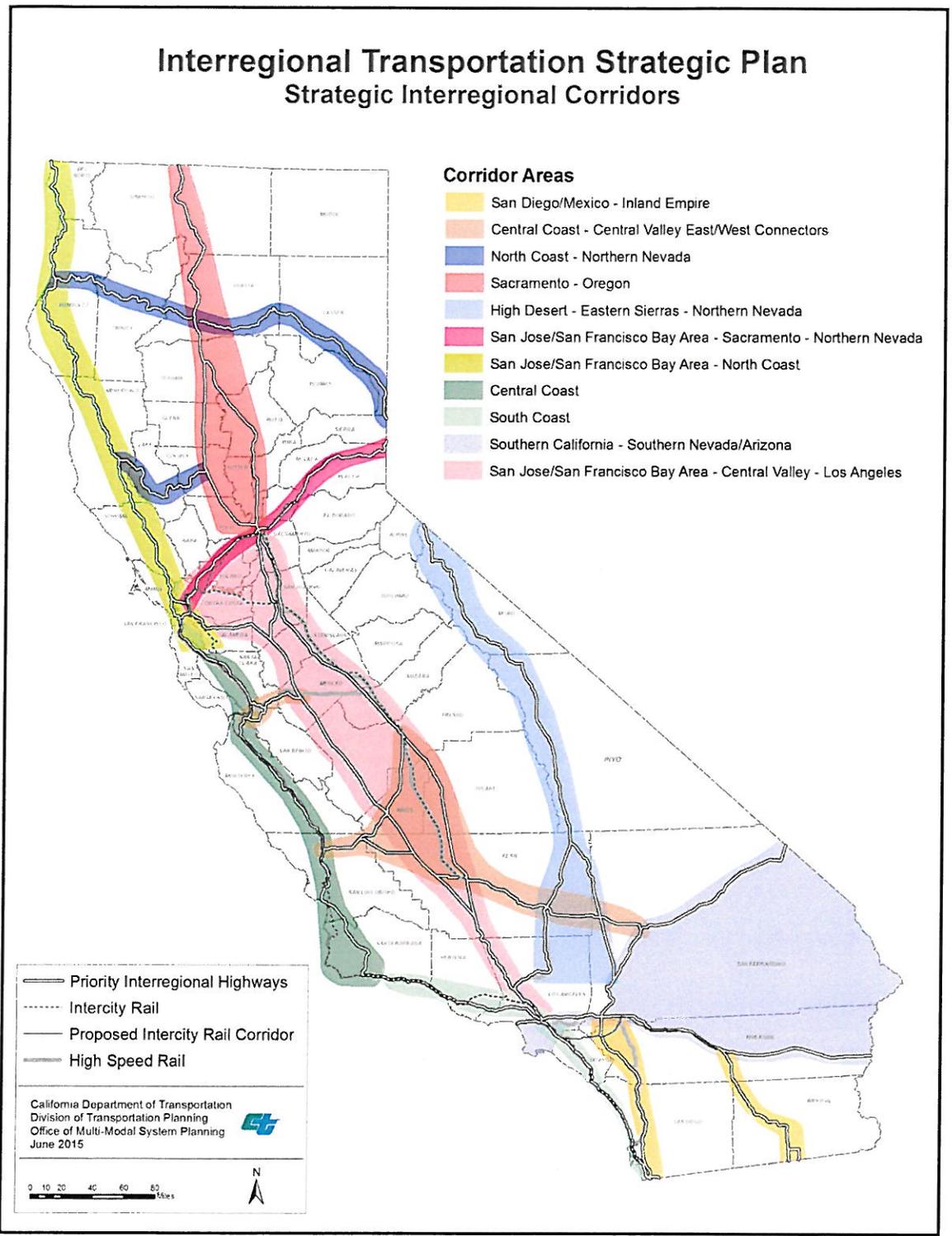
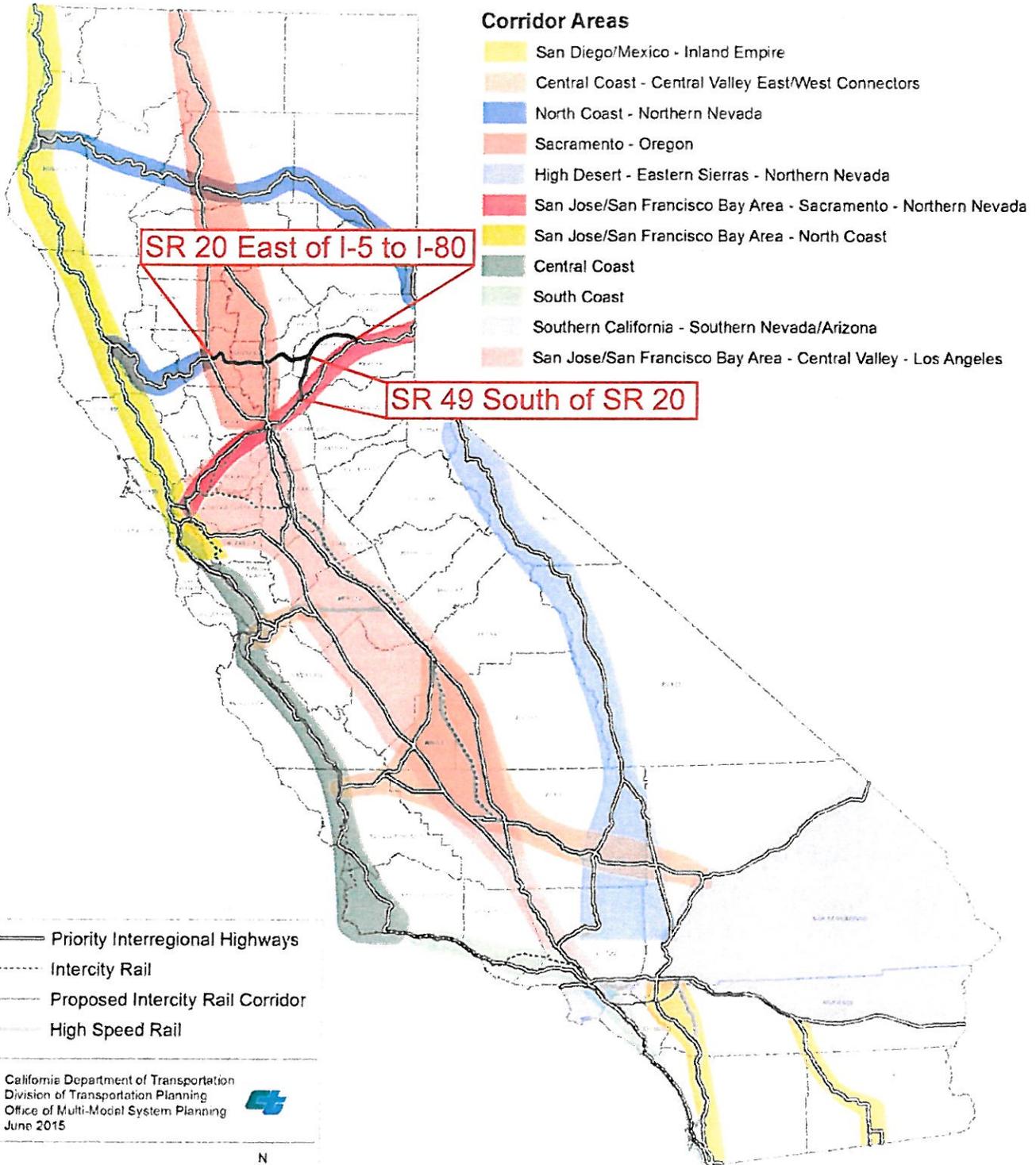


Figure 1: Strategic Interregional Corridors

Interregional Transportation Strategic Plan

Strategic Interregional Corridors

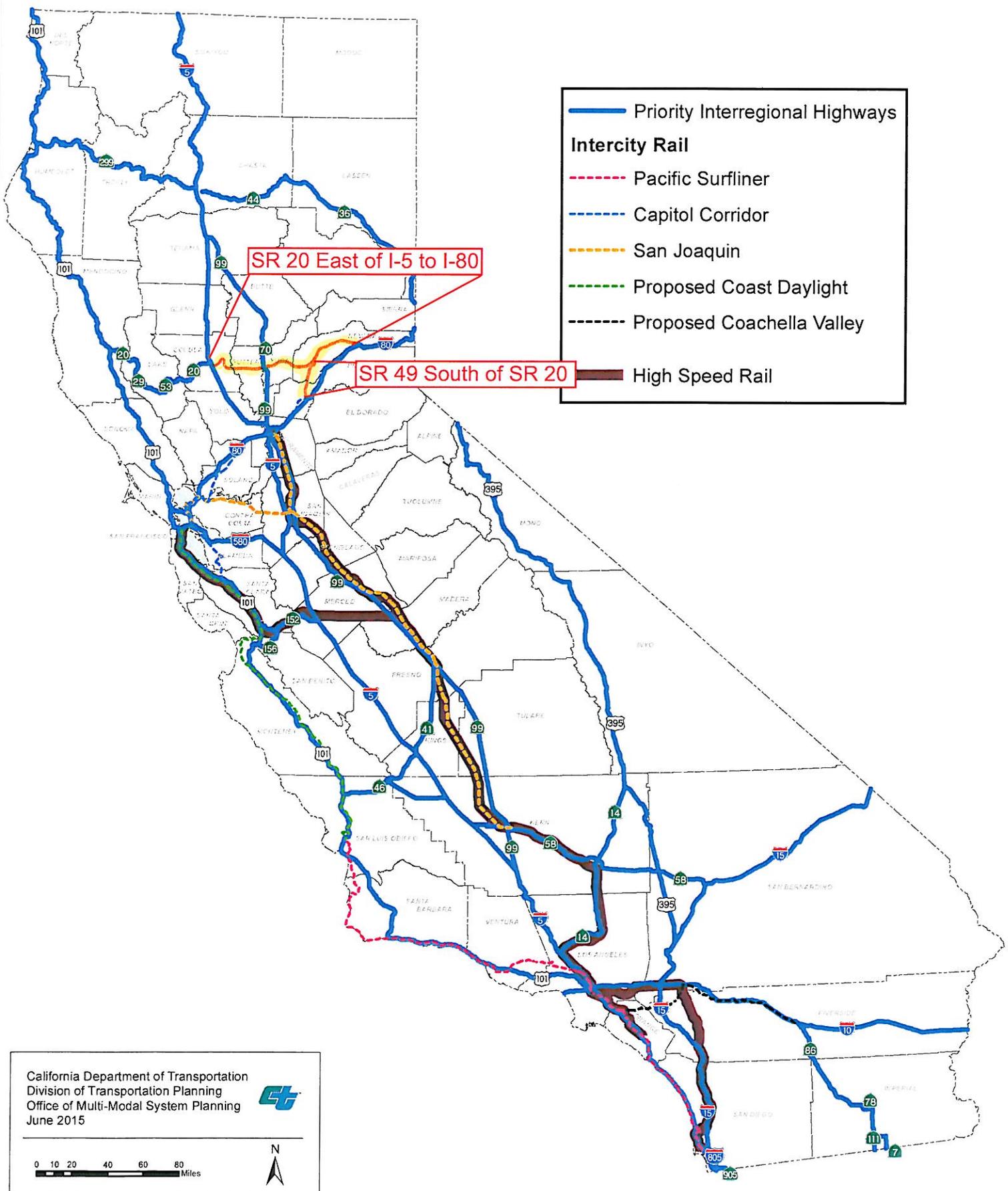


California Department of Transportation
 Division of Transportation Planning
 Office of Multi-Model System Planning
 June 2015



INTERREGIONAL TRANSPORTATION STRATEGIC PLAN

Priority Interregional Facilities



— Priority Interregional Highways

Intercity Rail

- - - Pacific Surfliner

- - - Capitol Corridor

- - - San Joaquin

- - - Proposed Coast Daylight

- - - Proposed Coachella Valley

— High Speed Rail

California Department of Transportation
 Division of Transportation Planning
 Office of Multi-Modal System Planning
 June 2015



0 10 20 40 60 80 Miles



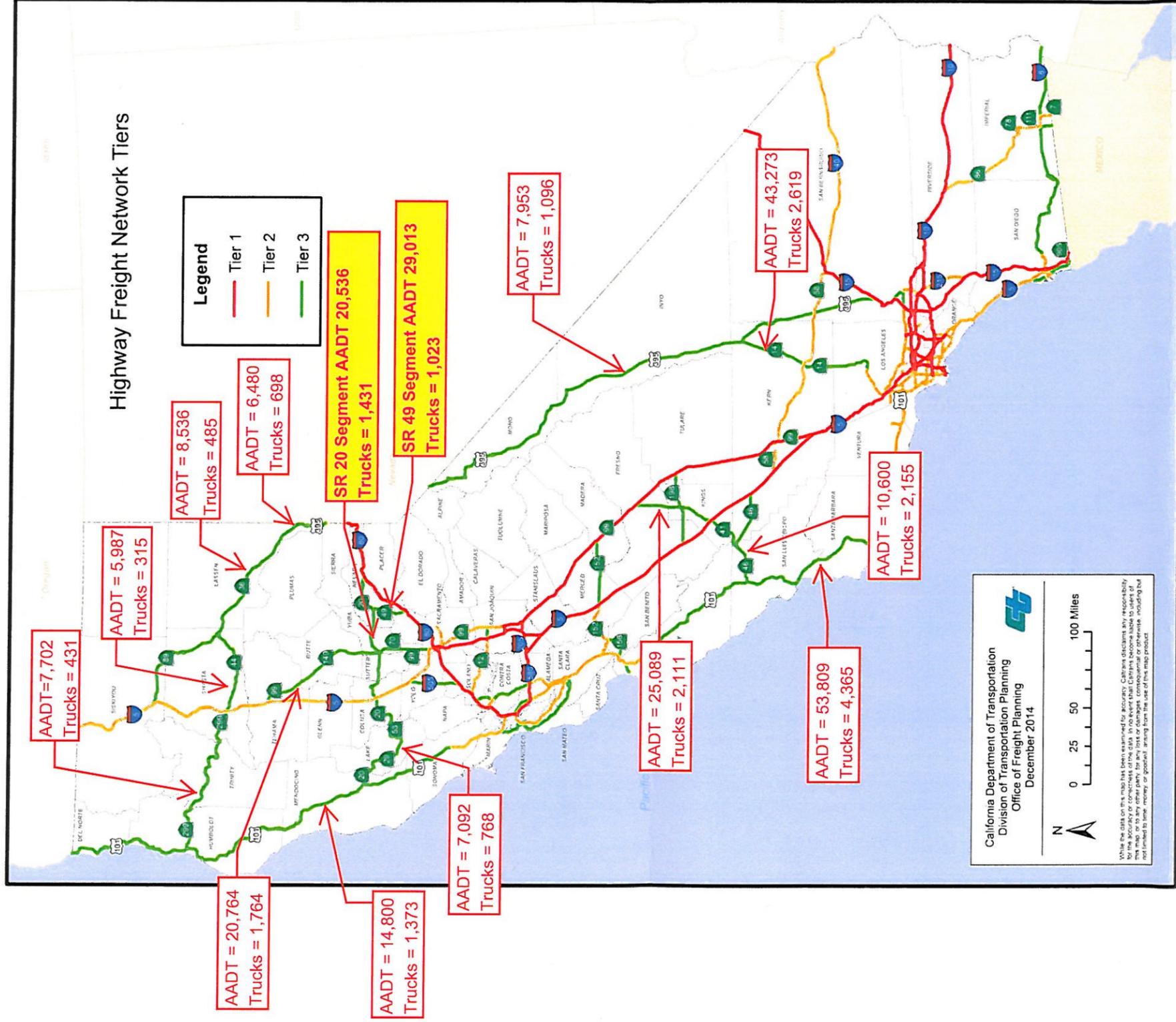


Figure 11: Highway Freight Network Tiers

Source: Caltrans Annual Average Daily Truck Traffic on CA State Highways.

Note: Volumes Shown are Averages for the Corridors

TAB 21



2015 Interregional Transportation Strategic Plan

CALIFORNIA TRANSPORTATION COMMISSION MEETING

OCTOBER 20, 2015

COCO BRISENO, DEPUTY DIRECTOR

PLANNING AND MODAL PROGRAMS

2015 Interregional Transportation Strategic Plan – Briefing

Action Item – Requesting California Transportation Commission (CTC) approval of the 2015 Interregional Transportation Strategic Plan (ITSP)

Comments on the draft 2015 ITSP were integrated into the ITSP as appropriate

Comments received are documented in a comment resolution matrix

Interregional Transportation Strategic Plan – New Directions

Vision

A well-developed, high quality, multimodal interregional State highway and intercity passenger rail network that serves as the backbone for the movement of people and goods throughout California.

Objectives

Accessibility, Reliability, Safety, Integration, Economy, Sustainability
(Consistent with STIP Guidelines)

Strategic Interregional Corridors

(link major regions of the State)

Priority Interregional Facilities

(highest priority facilities for interregional investment)

Closing

Questions?

For additional information on the ITSP, please visit the ITSP webpage:

www.dot.ca.gov/hq/tpp/offices/omsp/system_planning/itsp.html