

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 27, 2015

Reference No.: 4.13
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.

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 following changes are made:

- References to the California Transportation Plan should be changed to clearly identify whether the reference is to the current plan or the draft plan that will be completed by December 2015.
- Include an explanation of why the earlier ITSP update did not address new policies that emerged since 1998.
- Include a discussion about Governor's Executive Order B-32-15, regarding freight.
- Include a discussion of the economy under Statewide Planning Considerations, as economic enhancement is a statewide goal.
- Clarify the meaning of system planning.
- Explain how project evaluation criteria will be used when proposing projects for programming and what the criteria are based on.
- Include the Governor's Executive Orders B-30-15 regarding climate change and B-32-15, regarding freight in the project evaluation criteria.

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.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 4.13
Information 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's (Department) recommends that the California Transportation Commission approve the 2015 Interregional Transportation Strategic Plan (ITSP) as well as permit the Department authority to make any changes as it relates and addresses non-substantive errors.

BACKGROUND:

The Department prepared the first ITSP in 1998 in response to the passage of Senate Bill (SB) 45 (Kopp, 1997). Senate Bill 45 significantly restructured the State Transportation Improvement Program (STIP), requiring 25 percent of STIP funds be used for projects identified in an Interregional Transportation Improvement Program (ITIP), and 75 percent of STIP funds be used for projects included in Regional Transportation Improvement Programs (RTIP).

The Department last prepared an update to the ITSP in 2013, and the Commission commented on that update in a letter dated March 5, 2013. However since that time, SB 486 (DeSaulnier, 2014), was enacted requiring the Department to prepare and submit the ITSP to the Commission for approval by June 30, 2015.

As required by 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 ITIP for programming in the STIP. The ITSP should identify statewide priorities and the criteria to be used in selecting projects for funding.

The 2015 ITSP was developed in coordination with many individuals and agencies over the last year and a half. The coordination included working with internal Department divisions and districts; local and regional agencies; Commission Staff; the California State Transportation Agency; and the public. A draft plan was circulated for public comment in May and June of 2015 and the comments received were integrated into the plan, including the recommendations from the Commission comment letter dated June 2, 2015.

The Final 2015 ITSP is a comprehensive multimodal interregional transportation plan that addresses requirements of recent legislation (Assembly Bill 32, SB 375, and SB 391) and Executive Orders (B-30-15 and B-32-15) and will continue to provide direction for the programming of the ITIP. The 2015 ITSP redefines how we look at the interregional transportation system by analyzing the system through Strategic Interregional Corridors that facilitate multimodal interregional travel that interacts with local regional travel.

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

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COMMISSION

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

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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. Landen
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.D

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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

COMMITTEE ON TRANSPORTATION

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.

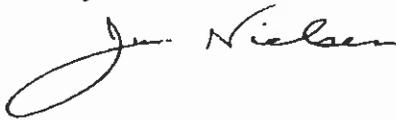
These roads are vital not just to the economy of the area, but to meeting the day-to-day needs of businesses and residents. In order to function safely and efficiently with this broad mix of uses, they must be among the corridors identified as Strategic Interregional Corridors in the draft plan for which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

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Assembly
California Legislature



BRIAN DAHLE
ASSEMBLYMAN, FIRST DISTRICT

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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?

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
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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.

Due to this, I believe State Route 99 between Yuba City and Chico and State Route 20 between Interstate 5 and Interstate 80 should be included in the ITSP. We are not asking for funding at this time for SR 99 and SR 20. I simply ask that SR 99 and SR 20, like SR 70, remain eligible for future funding as key components of the ITSP.

Caltrans and the California Transportation Commission (Commission) have made great strides in completing many of the necessary projects along these corridors. I do not believe there would be any negative impact to the ITSP by also including SR 99 and SR 20, rather potential solutions as we move forward. If you have any questions, please contact my Chico District Office at 530-895-4217.

Sincerely,



JAMES GALLAGHER
Assemblyman, Third District

Cc:

Amarjeet Benipal
Caltrans District 3
703 B Street
Marysville, CA 95901

Jon Clark
Butte County Association of Governments
Executive Director
2580 Sierra Sunrise Terrace, Suite 100
Chico, CA 95928

Scott M. Lanphier,
Colusa County Transportation Commission
Executive Director
1215 Market Street
Colusa, CA 95932

COUNTY OF NEVADA
STATE OF CALIFORNIA

BOARD OF SUPERVISORS
May 9, 2015



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Richard Anderson, 5th District

Julie Patterson Hunter, Clerk of the Board

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

Dear Mr. Dougherty,

The Nevada County Board of Supervisors appreciates the opportunity to comment on the recently released Draft 2015 Interregional Transportation Strategic Plan (ITSP). The 1998 ITSP identified the 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 for completion to minimum facility standards in the twenty year period. The improvement of these facilities and partnership with Caltrans are a top regional priority in Nevada County.

It is our understanding that 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 omission of SR 20 and SR 49 from inclusion in the eleven identified Strategic Interregional Corridors in the Draft 2015 ITSP is egregious.

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. 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. 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 higher growth SR 49 corridor in Nevada and Placer County to Interstate 80.

The total value of Nevada County's 2013 agricultural crop production was \$23,206,300. SR 20 and SR49 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. All of the goods movement corridors in Nevada County are projected to experience growing levels of congestion.

SR 49 acts as a lifeline route to several communities in Nevada, Placer, and Sierra Counties and is the key 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 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, short-term and long-term highway improvements in order to reduce and prevent fatal and severe collisions.

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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
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Will Kempton, Executive Director
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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 Swarthout

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.

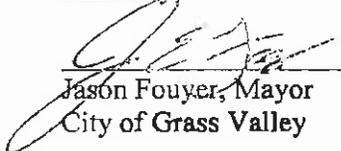
The interregional state highway system is an integral part of the backbone of the state transportation system providing for not only goods movement, but the movement of people between rural areas and urban centers and providing connections to the interstate system. SR 20 and SR 49 serve the major east/west 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

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



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.

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



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

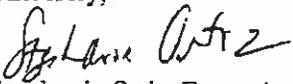
Dear Mr. Dougherty,

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 •

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

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.

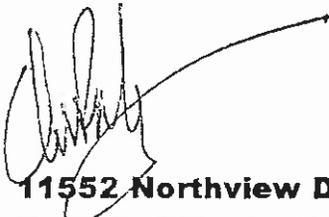
These two corridors are the lifelines of this area. They provide routes of commerce and commute routes as well as providing alternative routes in emergencies on both 80 and 5.

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.

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 stroke extending to the right.

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

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.

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

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,



Linda Stevens

RECEIVED JUN 15 2015 260.7

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.

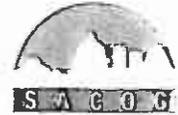
You may know that Nevada County has already spent some six millions of taxpayer dollars, on both environmental and engineering work, in order to partner with the State for the necessary improvements to the SR 49 & 20 Strategic Corridor.

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. Krummond



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

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



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

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

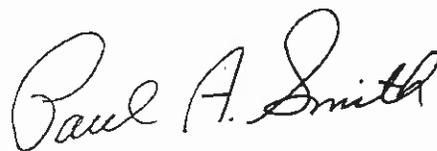
"minimum facility concept standard" during the ITSP 20-year planning horizon, which isn't scheduled to sunset until 2033. It's important to note that several of these counties have spent millions of dollars and programmed against future revenues to fund the planning, design, and environmental review 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.

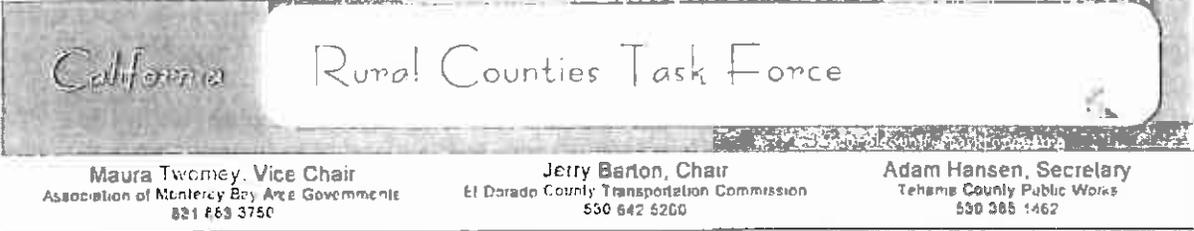
Sincerely,



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 Thronsen, Consultant, Senate Transportation and Housing Committee
Jerry Barton, Chair, Rural Counties Task Force
Lisa Davey-Bates, Chair, North State Super Region

2600



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

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-Bales, Chair, North State Super Region

26:0

COMMISSIONERS

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TRANSPORTATION COMMISSION
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TOM REISCHE, VICE-CHAIR
DAVID WOMBLE

City of Williams:

FRANK KENNEDY

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.*

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

Cc:

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

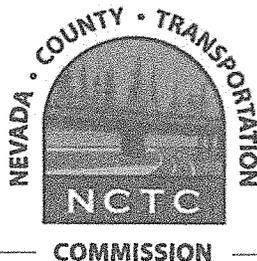
Ms. Lucetta Dunn, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

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

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



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

Grass Valley • Nevada City

Nevada County • Truckee

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.

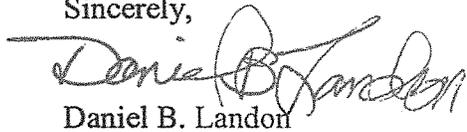
The funding partnership between NCTC and Caltrans advances both regional and statewide goals and leverages additional funding. Without the critical partnership of both IIP and Regional Improvement Program (RIP) funds, NCTC and Caltrans will not be able to complete the improvements in these key interregional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

→ Laurel Janssen

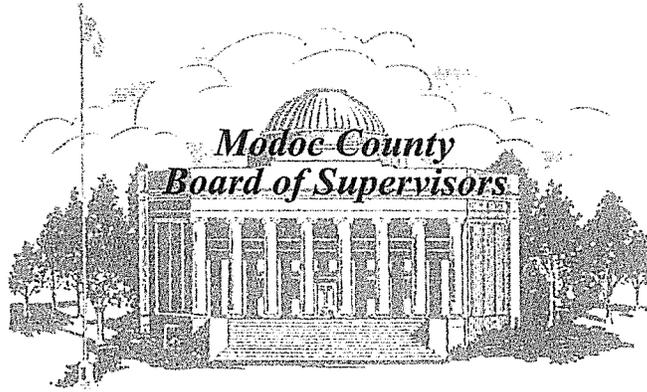
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GERI BYRNE
5th District



STEPHANIE WELLEMEYER
CLERK OF THE
BOARD OF SUPERVISORS

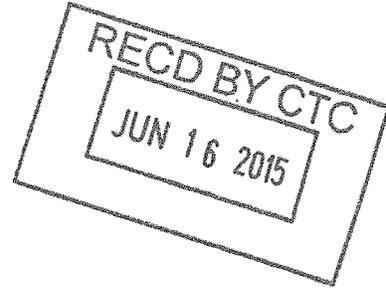
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June 9, 2015

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



Re: MCTC Letter

Mr. Dougherty,

The Modoc County Board of Supervisors recently became aware that the 2015 ITSP draft proposes to delete the segment of US 395 from Susanville to the Oregon State Line, SR 49 from Auburn to Grass Valley and SR 20 from I-80 to I-5 from the Strategic Interregional Corridors and are therefore not listed as Priority Interregional Highways.

The Modoc County Board along with MCTC are in opposition to these actions in the updated ITSP – this corridor is used heavily for interregional farm to market goods and agriculture based commodities into, through and out of Northern California. This proposal lessens the viability of these highways being improved yet further and has negative impacts on struggling economies, without regard to direct discussion with the impacted counties and associations. The deletion of these important interregional highways from the ITSP does not seem to indicate a renewed commitment on the part of Caltrans to work with regional agencies and other transportation partners. This appears to be a transportation decision made in isolation, without regard to the economy, environmental impacts, energy policies, and public health of a significant portion of Northern California. It also disregards the importance of completing the trunk/backbone of the interregional system of California.

Sincerely,

Geri Byrne, Vice Chair
Modoc County Board of Supervisors



→ Laurel Johnson

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June 8, 2015

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City and County of San Francisco

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Adrienne J. Tissier
San Mateo County

Scott Wiener
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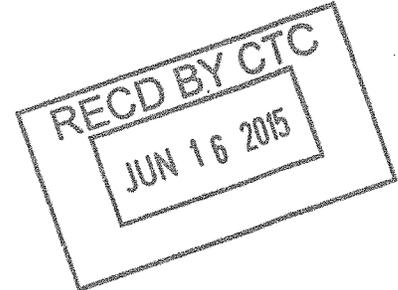
Amy Rein Worth
Cities of Contra Costa County

Steve Heminger
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Bremier
Deputy Executive Director, Operations

Mr. Malcolm Dougherty, Director
California Department of Transportation (Caltrans)
1120 N Street
P.O. Box 942873
Sacramento, CA 94273-0001



Attn: Katie Benouar, Chief, Division of Transportation Planning

RE: MTC Comments on Draft 2015 Interregional Transportation Strategic Plan

Dear Mr. Dougherty,

Thank you for the opportunity to comment on the Draft 2015 Interregional Transportation Strategic Plan (ITSP). The Metropolitan Transportation Commission (MTC) held a conference call with Caltrans staff to discuss the draft ITSP in early 2015, and are pleased to see a number of MTC's suggestions have been incorporated in the current draft.

As part of our continued partnership with Caltrans on this planning effort, MTC offers the following comments on the Draft 2015 ITSP.

Executive Summary, Page xx, and Chapter 5, Page 141

MTC appreciates the state's support of investments in intercity rail corridors such as the Capitol Corridor between San Jose and Auburn. To that end, MTC recommends adding the following project as an example outcome for the strategies identified in the ITSP.

- Increase intercity rail track capacity between Oakland and San Jose to accommodate additional round trip Capitol Corridor service to San Jose. The Capitol Corridor serves the Bay Area to Sacramento/Northern Nevada Strategic Interregional Corridor.

Additionally, we support the ITSP's inclusion of High Speed Rail as a key element of the State's transportation future.

Chapter 1: Background, Page 7

The ITSP should identify future update cycles. For instance, the STIP Guidelines (as proposed by California Transportation Commission) identifies a five-year update cycle for future ITSPs. Since the last ITSP was completed in 1998, with the last status update in 2013, identification of future updates would be helpful for the reader.

Chapter 1: Planning for Operations, Page 15

MTC supports the discussion of Planning for Operations in the ITSP, specifically the strategies identified to “improve the efficient and effective operation of the transportation network.” MTC greatly supports the continued investments in maintaining and operating the existing TMS/ITS infrastructure through the SHOPP and ITIP as well as implementing new operational improvements that are cost-effective approaches to relieving traffic congestion. MTC continues to work with Caltrans to match the State’s investment with regional dollars to maintain and operate the region’s Transportation Management System and to deliver the Freeway Performance Initiative’s ramp metering program. MTC strongly encourages Caltrans to examine funding these operational type of projects to improve the Interregional Highway System. Caltrans should also include a discussion of express lanes as another important operational strategy that helps to increase person throughput on a travel lane (while reducing miles traveled, GHG emissions) via more carpoolers and express buses/transit users, along with solo drivers willing to pay for faster, more predictable travel times and reliability.

Chapter 3: California Freight Mobility Plan, Page 44.

This section identifies the Trade Corridors Improvement Fund (TCIF) program as a successful program on which the CFMP builds. While the TCIF program’s funding from Proposition 1B is being exhausted, 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.

Chapter 4: Corridor Concepts, San Jose/San Francisco Bay Area – Sacramento – Northern Nevada, Page 59.

The Port of Oakland is the fifth busiest port in the United States, and serves as a major import/export hub between the United States and destinations across Asia. The ITSP should recognize the importance of freight connections to the Port, especially given the high volume of goods moving through California (along the I-80 corridor and Central Valley) to points across the country. Further, as identified in Figure 17 (Capitol Corridor Ridership Numbers), the Capitol Corridor serves as a major intercity rail connection and is the fourth busiest Amtrak corridor in the country, after the Northeast Regional, Acela Express, and Pacific Surfliner. Caltrans should identify potential improvements on this intercity rail corridor, such as increasing daily roundtrips to San Jose – the largest city in Northern California and the third largest city in the State. Along with this discussion, the ITSP should also discuss the strategic separation of passenger rail and freight rail where appropriate and feasible. As freight and passenger volumes increase, there may be substantial benefit to separating these two forms of rail traffic to ensure continued growth and safety in rail transportation.

Finally, the ITSP should recognize local goods movement planning efforts currently under way in the region and around the State. For instance, MTC, together with our partners in Alameda County and Caltrans District 4, is preparing a regional goods movement plan that will coordinate planning among the Bay Area and surrounding regions such as Sacramento and San Joaquin. The ITSP should highlight local and regional planning efforts and coordinate the outcomes with the ITSP.

Chapter 4: Interregional Corridor Concepts

MTC also offers the following comments regarding other specific corridor concepts in the ITSP:

- The ITSP should highlight the substantial investments on the I-80 corridor made using regional bridge toll revenues. Recent improvements include the I-80 Eastbound Cordelia Truck Scales Relocation project and the I-80/I-680/SR-12 Interchange projects in Solano County. Similarly, bridge tolls have also been invested in the Capitol Corridor within the Bay Area. (Page 63)
- A large proportion of freight movement occurs between the Central Valley and the Port of Oakland. The ITSP should also recognize the I-880 and I-238 corridors as important interregional routes alongside I-580, as these highways carry a high volume of truck traffic to and from the Port of Oakland. (Page 75 and 83)
- MTC appreciates the ITSP's highlighting of the SMART passenger rail and pathway project, and suggests noting that ITIP funds could be considered for future phases of the project. (Page 91)
- MTC suggests adding language acknowledging that the Central Coast and San Joaquin Valley East-West corridor also serves interregional traffic originating and terminating in the San Jose/San Francisco Bay Area. Further, the high volume per lane of traffic on SR-152 between Gilroy and SR-156 illustrates the need to upgrade this section of highway from a rural two-lane facility to one that can better serve the increasing traffic of this major east-west interregional corridor. (Page 129)

Thank you for your consideration of MTC's comments to the Draft 2015 ITSP. If you have any questions, please contact Kenneth Kao at (510) 817-5768, or via email at kkao@mtc.ca.gov. We look forward to working with the Department in finalizing the ITSP and identifying priority projects for programming in the Interregional Transportation Improvement Program (ITIP).

Sincerely,



Steve Heminger
Executive Director

Attachments

cc: Bijan Sartipi, Caltrans District 4 Director
Doanh Nguyen, Caltrans District 4 Program Management
Will Kempton, California Transportation Commission Executive Director
Bruce De Terra, Caltrans HQ Transportation Programming
Kurt Scherzinger, Caltrans HQ Transportation Programming

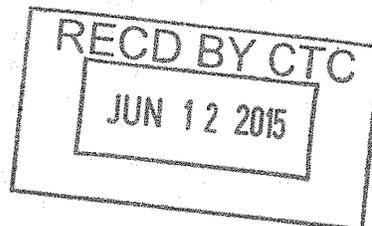
→ Laurel Janssen



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June 8, 2015

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



Re: Interregional Transportation Strategic Plan 2015

Dear Malcolm,

Thank you for the opportunity to provide input on the development of the Interregional Transportation Strategic Plan (ITSP), which is the Caltrans document that provides guidance for the identification and prioritization of interregional transportation improvements to be funded in the Interregional Transportation Improvement Program (ITIP). We note that the 2015 ITSP expands the analysis from focusing on ITIP investment in interregional highways and intercity rail to analyzing the entire interregional transportation system regardless of funding source. It is also a statewide reassessment of how Caltrans plans and prioritizes interregional transportation improvements.

The 2015 ITSP identifies Strategic Interregional Corridors, focused mainly on the analysis of goods movement data and inter-city rail corridors, and does not use the statewide travel model to perform an analysis travel on the interregional state transportation system to help determine priorities and investment. Interregional recreational travel and agritourism are also very important to the state and regional economies and should be fully considered in the 2015 ITSP. Tourism is one of the most important "export oriented" industries in California (ranks number two behind micro-electronics and ahead of agriculture & food products). Spending by visitors generates sales in lodging, food services, recreation, transportation, and retail businesses. These sales support jobs for California residents and contribute tax revenues to local and state governments. Travel is especially important in the non-metropolitan areas of the state, where manufacturing and traded services are less prevalent. Although most travel spending and related economic impacts occur within California's primary metropolitan areas, the travel industry is important throughout California. In general, the counties with less total employment have a bigger share of the travel-generated employment. Annually, tourism brings \$639 million to El Dorado County's economy. It is estimated that the impact of agriculture to the County of El Dorado's economy totaled approximately \$441 million in 2013, of which ranch marketing and value-added products contributed \$222 million, and the wine industry an estimated \$179 million. These industries are all highly dependent on an efficient and safe interregional transportation system.

We recommend that the ITSP include recommendations of the *Bay to Tahoe Basin Recreation and Tourism Travel Impact Study*, funded by a Caltrans Partnership Planning Grant. The study documents the significant interregional travel between the San Francisco Bay Area and Sacramento region and the greater Lake Tahoe region, including El Dorado County. Extensive user surveys and in-depth interviews were conducted in the study target areas of San Francisco, San Jose and Sacramento. Respondents provided specific input on the interregional improvements they see as necessary to improve their travel safety, efficiency, and overall experience.

US Highway 50 and SR 49 serve as the major north/south and east/west corridors for the interregional movement for people and goods through the Sierra Nevada, while linking the Central Valley to Nevada. These interregional routes also provide emergency lifeline access during wildfires, flooding and winter storms. We recognize a primary purpose of the ITSP is to guide the investment to improve the interregional movement of people, vehicles, and goods and support a diverse and vibrant California economy, and believe the US Highway 50 and SR 49 corridors warrant inclusion in the ITSP and continued investment of ITIP funds to yield interregional mobility for the citizens of California.

Sincerely,



Sharon Scherzinger
Executive Director

Cc:

Assemblymember Frank Bigelow, 5th Assembly District
Assemblymember Beth Gaines, 6th Assembly District
Senator Ted Gaines, 1st Senate District
Lucetta Dunn, Chair, California Transportation Commission
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

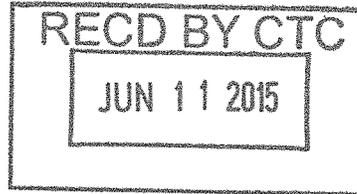


PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

→ Laurel Janssen

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TONY HESCH
City of Colfax
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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

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

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Meets First Tuesday of
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at 1:30 p.m.

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Vice Chairman
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Bill Hall
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Bobby Ray
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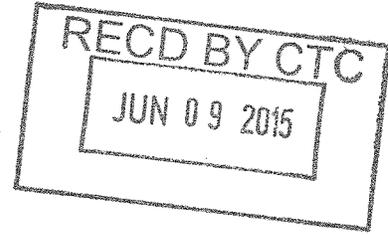
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June 1, 2015

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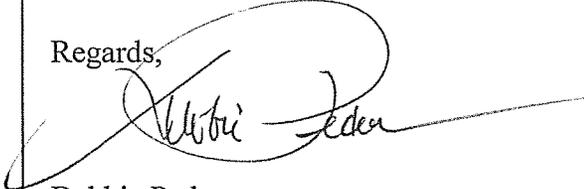
Dear Mr. Dougherty,

This letter is in response the draft 2015 ITSP that is being circulated for public comment. The draft proposes delete the segment of US 395 from Susanville to the Oregon State Line, SR 49 from Auburn to Grass Valley and SR 20 from I-80 to I-5 from the Strategic Interregional Corridors and are therefore not listed as Priority Interregional Highways.

Page 2 of 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 emerged since then.*" If funding priorities have not changed, then why have the above referenced portions of the "Focus Routes" been deleted from the plan? Page 2 of the draft ITSP also states: "*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.*"

MCTC is opposed to these actions in the updated ITSP – this corridor is used heavily for interregional farm to market goods and agriculture based commodities into, through and out of Northern California. This proposal lessens the viability of these highways being improved yet further and has negative impacts on struggling economies, without regard to direct discussion with the impacted counties and associations. The deletion of these important interregional highways from the ITSP does not seem to indicate a renewed commitment on the part of Caltrans to work with regional agencies and other transportation partners. This appears to be a transportation decision made in isolation, without regard to the economy, environmental impacts, energy policies, and public health of a significant portion of Northern California. It also disregards the importance of completing the trunk/backbone of the interregional system of California.

Regards,



Debbie Pedersen
Executive Director

Copies: (continued on page 2)

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