

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 13-14, 2021

From: MITCH WEISS, Executive Director

Reference Number: 4.23, Action

Prepared By: Brigitte Driller
Assistant Deputy Director

Published Date: October 8, 2021

Subject: Approval of 2021 Interregional Transportation Strategic Plan

Recommendation:

Staff recommends the Commission approve the 2021 Interregional Transportation Strategic Plan (Plan). In addition, the California Department of Transportation (Caltrans) will work in coordination with Commission staff to, by December 31, 2022: 1) provide an assessment of system needs in strategic interregional corridors identified in the Plan and 2) report to the Commission on progress made toward expanding this assessment to include all state highways that are specified in California Streets and Highways Code Sections 164.10 through 164.20, consistent with the 2022 State Transportation Improvement Program Guidelines.

Issue:

On August 2, 2021, Caltrans released the draft 2021 Interregional Transportation Strategic Plan (Plan) for public comment. The Plan provides a framework that guides multimodal corridor planning as well as project selection for the Interregional Transportation Improvement Program, which Caltrans is required to submit to the Commission no later than October 15 of odd numbered years. The public comment period closed on September 10, 2021, and the proposed plan is available at: <https://dot.ca.gov/programs/transportation-planning/multi-modal-system-planning/interregional-transportation-strategic-plan>.

Background:

The Interregional Transportation Strategic Plan (Plan) is a long-range planning document prepared by Caltrans that communicates the vision for investing in California's interregional transportation system to support the interregional movement of people and goods. As defined in the Plan, the interregional transportation system includes, but is not limited to, intercity passenger rail services, highways, intercity bus networks, airports, interregional bicycle routes, zero emission vehicle charging and fueling infrastructure, and broadband interconnectivity. The Plan provides a framework that guides project selection for the Interregional Transportation

Improvement Program (Program). The draft 2022 Program is required by California Government Code Section 14526 to be submitted to the Commission by October 15, 2021.

The 2021 Plan is required to be consistent with the California Transportation Plan pursuant to California Government Code Section 14524.4. It also aligns with other long-range planning documents, including the Climate Action Plan for Transportation Infrastructure, Caltrans 2020 Freight Mobility Plan, and the 2018 California State Rail Plan.

At the August 2021 Commission Meeting, the Commission delegated the authority to staff to submit comments on the Plan. The Commission transmitted formal comments on the Plan to Caltrans via letter on September 10, 2021, which is included as Attachment A. Commission comments focused on the need for the Plan to:

- Better identify needs for each strategic interregional corridor,
- More clearly address the individual needs of each corridor,
- Expand discussion around projected freight demand and meeting throughput needs, and
- Add or strengthen Interregional Transportation Improvement Program scoring criteria related to equity.

The Commission also adopted the 2022 State Transportation Improvement Program Guidelines at the August 2021 meeting. The Guidelines include new requirements pertaining to the Interregional Transportation Improvement Program and Interregional Transportation Strategic Plan. Notably, Section 34B requires Caltrans to develop, by no later than December 31, 2022, an assessment of system needs in strategic interregional corridors identified in the Plan, including potential improvements or strategies on the priority interregional facilities. The assessment should consider needs such as, but not limited to safety, equity, multimodal travel choices, congestion relief, goods movement, ability to support evacuation, and adaptation to climate change.

By the 2024 STIP, the Commission expects this assessment be expanded to include all state highways that are specified in Streets and Highways Code Sections 164.10 through 164.20. Caltrans shall report to the Commission annually on the progress made toward meeting the system needs identified in the assessment beginning in December 31, 2022.

The Commission appreciates Caltrans' commitment to work in coordination with Commission staff to develop the assessment of system needs, to ensure that future iterations of the Interregional Transportation Strategic Plan better identify needs for each strategic interregional corridor and more clearly address the individual needs of each corridor.

Attachments:

Attachment A – California Transportation Commission Comment Letter on Draft 2021 Interregional Transportation Strategic Plan

Attachment B – Plan Comment Letters Sent to the Commission

Attachment C – Caltrans Response to Commission Comment Letter

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BOB ALVARADO, Vice Chair
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STATE OF CALIFORNIA

GAVIN NEWSOM, Governor

ATTACHMENT A



ASSEMBLY MEMBER LAURA FRIEDMAN, Ex Officio
SENATOR JOSH NEWMAN, Ex-Officio

MITCH WEISS, Executive Director

CALIFORNIA TRANSPORTATION COMMISSION

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September 10, 2021

Mr. Toks Omishakin, Director
California Department of Transportation
1120 N Street
Sacramento, CA 95814

RE: Draft 2021 Interregional Transportation Strategic Plan

Dear Director Omishakin:

Thank you for the opportunity to provide comments on the draft 2021 Interregional Transportation Strategic Plan (Plan). The Plan provides a framework that guides multimodal corridor planning as well as project selection for the State Transportation Improvement Program, which the California Transportation Commission (Commission) adopts in even-numbered years. We appreciate the California Department of Transportation's (Caltrans) work to develop this plan in alignment with state statute and many important policy goals.

The Commission respectfully provides the following comments and recommendations:

Articulating System Needs

1. Chapter 3 – Strategic Interregional Corridor Summaries and Analysis should include a clear identification of transportation system needs (identified transportation deficiency or problem), such as: safety, multimodal travel choices, congestion relief, goods movement, ability to support evacuation, adaptation to climate change, maintenance and operations, for each strategic interregional corridor. This direction is consistent with requirements in the adopted 2022 State Transportation Improvement Program Guidelines (see Section 34B). The

improvements and strategies that are included in Tables 3 - 13 should be clear solutions that resolve the individual needs of each corridor.

2. How does the Plan consider transitions between interregional routes (e.g., system needs where interregional routes intersect)? Please articulate how these needs were analyzed in the existing plan or will be analyzed in future planning efforts.
3. The figures included in Appendix C are difficult to follow. We recommend Caltrans simplify these graphics and better articulate in the text what they represent. Additionally, to allow one to more easily compare the charts for the different corridors, the values of the vertical axes should be standardized.
4. A Safe System Approach to roadway, active transportation, and transit facility safety is a critical component of analyzing system needs. In addition, other safety considerations such as the perceived safety of transit stations and the ability of users to safely transition between modes of travel should be considered as well.

Corridors, Facilities, Improvements and Strategies

1. Please articulate which specific strategic interregional corridors are new to the 2021 Plan.
2. Please include a statement to: 1) clearly acknowledge that within some corridors, prominent state highways such as the Interstate 710 and Interstate 405 routes are not considered as part of this plan due to specific statutory definitions of Priority Interregional Facilities and the Interregional Roadway System and 2) explain how routes that are not included in the document are considered in other planning and programming documents.
3. Improvements and strategies for each strategic interregional corridor should be tailored to the needs of the corridor, specific, and innovative; however, many of the improvements and strategies in the draft Plan fall short of this threshold. As an example, listed strategies for the Southern California – Southern Nevada/Arizona Corridor are neither comprehensive nor transformative and do not provide long-term guidance for managing the state's freight transportation system. Issues that should be considered in developing long-term solutions to Southern California's supply chain challenges include: the establishment of truck-only lanes, the creation of an inland port, maximizing on-dock rail, balancing equipment access and needs (e.g., chassis and containers), developing Hyperloop for containers, use of advanced technology and efficiency algorithms, and better use of spoke and hub distribution infrastructure. We recommend revising the list of strategies to reflect some or all of these topics.

Freight Considerations

1. Executive Summary and Chapter 1 – Given the national and statewide significance of port activity and freight movement in California, please emphasize in the Executive Summary that major seaports (Port of Hueneme, Port of Los Angeles, Port of Long Beach, and Port of San Diego) handle approximately 40 percent of the nation’s containerized international trade. The Plan should also support the California consensus principles around freight infrastructure priorities to ensure that critical interregional projects are competitive for federal funding.
2. Existing statute, industry, and the Trade Corridor Enhancement Program guidelines acknowledge that improving freight throughput is a necessary and important component of improving freight. The Plan projects a 46 percent increase in daily truck trips and 72 percent increase in daily truck vehicle miles traveled by 2050 (referenced in Appendix C). In the “Improvements and Strategies” sections, the Plan should add that based on the specific needs of each facility, projects that meet growing throughput needs will be considered. The Plan should clearly address how the State will meet the system needs associated with current and projected freight demand.
3. The Plan should include more robust data showing freight origins, destinations, and flows. This information would help identify Strategic Interregional Corridor needs related to goods movement.

Zero Emission Vehicles (ZEV)

1. As currently written, the strategy “Expand Vehicle and Freight Truck ZEV Charging Infrastructure” does not include hydrogen fueling infrastructure. We recommend Caltrans revise this strategy to read “Expand Vehicle and Freight Truck ZEV Charging *and Fueling* Infrastructure” and to be inclusive of both battery-electric and hydrogen fuel cell technologies throughout the document.
2. How can we ensure that, as we transition to zero emissions vehicles, there is equitable access to charging and fueling infrastructure, and we do not overburden low-income populations, rural residents, and independent truck operators by requiring the purchase of more expensive vehicles?
3. While the Commission is supportive of the state’s transition to Zero Emissions Vehicles, that transition will occur over a period of time as vehicle technology continues to evolve. As was noted in the August 2021 Commission meeting presentation from Chris Shimoda, Vice-President of the California Trucking Association, the electric grid is currently not designed to provide the quantity of energy needed to power heavy-duty trucks, and companies are still developing the technology needed for most freight truck vehicle class models.

The zero-emission models offered today are far more expensive, heavier (meaning less cargo can be moved), take longer to re-charge, and cannot travel as far as regular trucks in between refueling. Please include in the Plan a description of how improvements and strategies will support near-zero technologies as the state transitions to zero emission vehicles.

Scoring Criteria

1. We are concerned that economic benefit is underrepresented in the scoring criteria for the Interregional Transportation Improvement Program (ITIP). Improving economic development and goods movement is an objective of the Plan and a goal in the California Transportation Plan (CTP) 2050. We recommend the addition of a scoring criterion that addresses economic benefit, such as the ability for an investment to create jobs, enhance access to jobs, and improve the movement of goods. The project evaluation criteria that were included in the 2015 Plan may serve as a useful starting point.
2. We encourage Caltrans to add or strengthen scoring criteria related to equity, consistent with the goals of the Plan and CTP 2050. In addition, we recommend the Plan explicitly reference its alignment with Caltrans' Equity Statement published December 10, 2020.
3. We recommend revising the scoring criterion related to evacuation to better capture how well an investment improves an emergency evacuation route, particularly for communities that have limited routes for egress. As written, this criterion focuses on the innovative and multimodal aspects of the proposed project, which are important but are recognized under other criteria. The Commission proposes the following language for your consideration: "Does the project improve an emergency evacuation route consistent with related local, regional, state, or federal planning efforts?" It is especially important to center evacuation in this criterion given the immense evacuation needs the state currently faces with wildfires.
4. For the criterion on Vehicle Miles Traveled (VMT) reduction, why not quantify thresholds for VMT reduction for the purpose of assigning points? VMT benefits are quantifiable, and points should be awarded based on less ambiguous scoring criteria.
5. Please ensure that scoring criteria consider the geographic diversity of California to allow interregional projects in both urban and rural areas to successfully compete for ITIP funding consistent with Streets and Highways Code Section 164(a).
6. Please ensure that all scoring criteria is given equal weight. Additionally, Caltrans should test the proposed criteria on existing programmed projects to determine if the scoring system provides reasonable results.

Mr. Toks Omishakin
RE: Draft 2021 Interregional Transportation Strategic Plan
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ATTACHMENT A

The Commission appreciates the opportunity to provide comments for consideration. We look forward to receiving an update on the Plan at the October Meeting when the Commission considers approval of the final Plan. We also appreciate Caltrans' commitment to completing a subsequent assessment of system needs for strategic interregional corridors by no later than December 31, 2022 pursuant to Section 34B of the adopted 2022 State Transportation Improvement Program Guidelines and look forward to continued collaboration amongst our staff on this effort. If you have any questions please contact Laura Pennebaker, Deputy Director for Transportation Planning, at (916) 654-4245 or email Laura.Pennebaker@catc.ca.gov.

Sincerely,



MITCH WEISS
Executive Director

c: Commissioners, California Transportation Commission
David Kim, Secretary, California State Transportation Agency
Jeanie Ward-Waller, Deputy Director, Caltrans Planning and Modal Programs



September 7, 2021

Scott Sauer
Chief, Office of Multimodal System
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Dear Caltrans and California Transportation Commission:

Fix49.org representing residents of Nevada and Placer Counties are greatly concerned by the increasing number of accidents and fatalities on State Route 49 between Auburn and Grass Valley. We are also concerned that in the event of a mass evacuation, such as a wildfire, that Hwy 49 is completely inadequate to handle the traffic with segments of varying lane widths shifting between a two-lane and four-lane highway, with lane-drops and merges that serve as evacuation choke points and exacerbate safety concerns. When a fire happens in Alta Sierra for example, 7,000 people would need to merge onto a 1 lane Hwy 49 to evacuate southbound. 7,000 people will make the "Camp" fire in Paradise look like child's play. Who's responsible and has been too slow to accomplish anything.... Caltrans. The Caltrans 2021 Interregional Transportation Strategic Plan must prioritize investment in safety and evacuation improvements and make completing the strategic interregional corridors, such as SR 49 that address safety, connectivity, mobility, and are needed for evacuations the top priority. Additionally, SR 49 serves as an I-80 emergency detour when I-80 is closed due to construction and maintenance activities, accidents, and wildfires, but again is inadequate to handle the associated high volumes of cars and trucks.

Over the last decade, the collisions per year have greatly increased (Over 40%) and fatalities continue (see attached graph). The completion of the planned improvements to SR 49 cannot be delayed any longer! We will not stand silent and let more lives be ruined due to injury and fatal accidents. To date we have collected and given Caltrans over 3,000 signed petitions demanding these improvements, but we continue to be ignored and lives continue to be lost. Improvements are needed to bring the corridor to minimum facility standards, providing four travel lanes, installation of median barriers, roundabouts at key intersections, truck climbing lanes, turn pockets, and 10-foot shoulders.

When next major wildfire threatens the communities requiring mass evacuation of Grass Valley, Nevada City, and other unincorporated communities such as Alta Sierra without the needed safety and evacuation improvements it will result in tragedy. During the recent evacuations that resulted from the August 2021 River Fire, SR 49 in its current configuration failed and resulted in additional accidents, stand still traffic, and another fatality. The Jones Bar fire also saw bumper to bumper traffic. This is why it is so critical that the state commit our tax-payer dollars to fund the completion of these rural priority interregional corridors that are critical for safety and evacuation, such as the Nevada County Transportation Commission's SR 49 Corridor Improvement Project (03-4E170) between McKnight Way in Grass Valley south to La Barr Meadows Road and their funding request submitted as part of the development of the 2021 Interregional Transportation Improvement Program (ITIP). This project provides direct benefits to rural communities of Nevada County through improved evacuation, safety, access, goods movement, and mobility of vehicular, pedestrian, and cyclist traffic on State Route 49.

This interregional priority corridor is the lifeline of the region, which facilitates movement of goods, access to service industries, residential, tourism, medical, jobs, and higher education facilities with connections to Placer County and I-80. Our economy is directly impacted by SR 49. Californians pay the highest gas taxes in the nation by far – over 65 cents/gallon. By contrast our neighboring states like Arizona pay 19 cents, Nevada 33 cents, Oregon 37 cents/gallon and they have better roads. Stop wasting our gas taxes on trains to nowhere and BS carbon offsets. Stop wasting our money and spend it on fixing Hwy 49. As an engineer, I am disgusted by the inefficiencies of doing these 1 to 2 mile sections, done every 5 years. At this inefficient rate, it will take 40 more years to complete this corridor.

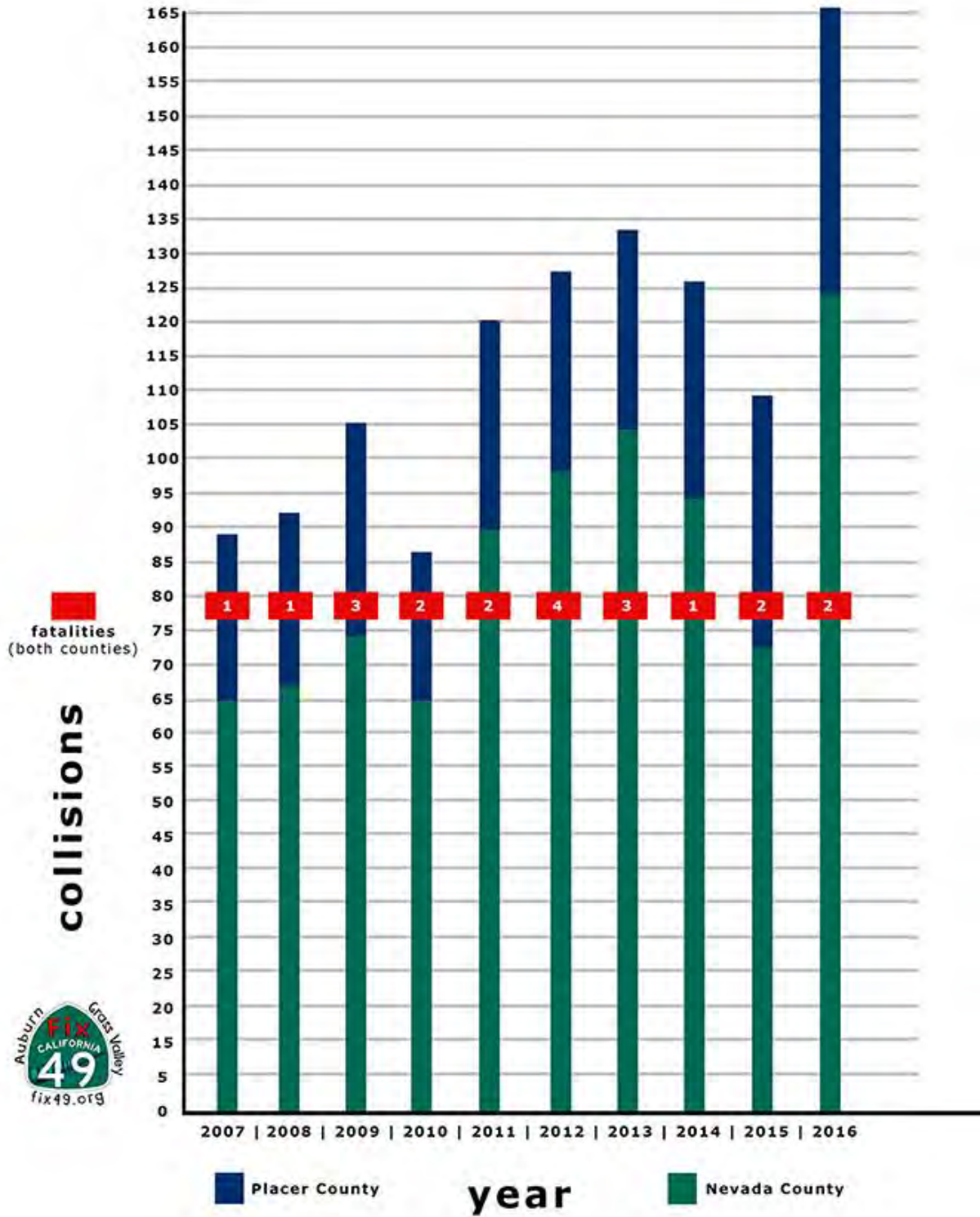
Please make this corridor and the planned improvements a priority in the 2021 Interregional Transportation Strategic Plan and Interregional Transportation Improvement Program as we cannot not afford to wait any longer.

Sincerely,

Scott & Jolie Allen

Scott & Jolie Allen

Founders, www.Fix49.org





COUNTY OF YOLO

Office of the County Administrator

Daniel Kim
Interim County Administrator

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September 7, 2021

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Dear Caltrans and California Transportation Commission:

The County of Yolo writes in support of the California Department of Transportation (Caltrans) District 3 recommendation to include the strategies outlined below to the Interregional Transportation Strategic Plan (ITSP) for the Interstate 80 corridor in Caltrans District 3. The improvements and strategies outlined below are critical to ensuring the long-term direction for the corridor is inclusive and accounts for the needs within our organization.

- Access Management – improved access and connections between the local and regional transportation system is important to management the movement of people and freight. This enhances community livability by reducing vehicular and modal conflict points and improving emergency services overall.
- Improve Emergency Evacuation Alternatives – Recent natural disasters highlight the need for interagency coordination for area wide evacuations. By focusing on emergency evacuation alternatives and overall evacuation route reliability improves safety for communities along the corridor throughout the region.

We would like to also express our support for the funding of the Yolo 80 Managed Lanes Project – Phase 1 through the Interregional Transportation Improvement Program (ITIP). The Yolo 80 Managed Lane Project – Phase 1 is critical to the region as it covers the major east-west corridor in the western Sacramento Region and address bottlenecks along the Yolo Causeway and Interstate 80 and US 50 as

Caltrans and California Transportation Commission
September 7, 2021
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commuters approach the City of Sacramento. This project allows Caltrans District 3 to continue its push to connect the managed lane network to major economic centers such as the Sacramento International Airport, Port of West Sacramento, downtown Sacramento, and critical freight facilities around the corridors.

Regards,

A handwritten signature in blue ink, appearing to read "Daniel C. Kim".

Daniel C. Kim
Interim Yolo County Administrator



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DON SAYLOR Supervisor, Second District

September 7, 2021

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Mitch Weiss
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Subject: 2021 Interregional Transportation Strategic Plan

Dear Caltrans and California Transportation Commission,

I am writing in my capacity as Yolo County Supervisor for District 2 to express my enthusiastic support of the California Department of Transportation (Caltrans) District 3 recommendation to include the strategies outlined below to the Interregional Transportation Strategic Plan (ITSP) for the Interstate 80 corridor in Caltrans District 3. Through my work as a County Supervisor, 2021 Chair of the Yolo County Transportation District, and as a Board Member for the Sacramento Area Council of Governments, I value the opportunity to work collaboratively to improve the transit corridors that cross multiple jurisdictions. The improvements and strategies outlined below are critical to ensuring the long-term direction for the corridor is inclusive and achieves the goals of improving goods movement, reducing traffic congestion, and reducing greenhouse gas emissions.

- Access Management – improved access and connections between the local and regional transportation system is important to managing the movement of people and freight. This enhances community livability by reducing vehicular and modal conflict points and improving emergency services overall.
- Improve Emergency Evacuation Alternatives – Recent natural disasters highlight the need for interagency coordination for area wide evacuations. By focusing on emergency evacuation alternatives and overall evacuation route reliability improves safety for communities along the corridor throughout the region.

Please also accept my support for the funding of the Yolo 80 Managed Lanes Project – Phase 1 through the Interregional Transportation Improvement Program (ITIP). The Yolo 80 Managed Lane Project – Phase 1 is a centerpiece for regional transportation initiatives and is critical to the region as it covers the major east-west corridor in the western Sacramento Region and address bottlenecks along the Yolo Causeway and Interstate 80 and US 50 as commuters approach the City of Sacramento. This project allows Caltrans District 3 to continue its push to connect the managed lane network to major economic centers such as the Sacramento International Airport, Port of West Sacramento, downtown Sacramento, and critical freight facilities around the corridors.

Thank you for your consideration of this request.

In shared service,

Don Saylor, Yolo County Supervisor, District 2

Department of Airports
Cindy Nichol
Director of Airports



ATTACHMENT B
Interim County Executive
Ann Edwards

County of Sacramento

September 7, 2021

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Dear Caltrans and California Transportation Commission:

The Sacramento County Department of Airports writes in support of the California Department of Transportation (Caltrans) District 3 recommendation to include the strategies outlined below to the Interregional Transportation Strategic Plan (ITSP) for the State Route 99, Interstate 5, and Interstate 80 corridors in Caltrans District 3. The improvements and strategies outlined below are critical to ensuring the long-term direction for the corridor is inclusive and accounts for the needs within our organization.

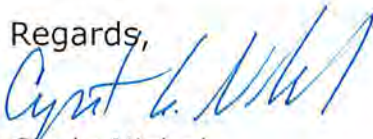
- For both Interstate 5 and State Route 99 please include **Provide Surface Transportation Assistance Act (STAA) Truck Access** as the economic recovery and growth after the pandemic will rely heavily on commerce and the movement of freight. STAA access links interregional priorities with local priorities.
- For both Interstate 5 and State Route 99 please include **Implement Managed Lanes to Maximize People Movement**. The improvement in travel time reliability is critical to reducing congestion along the corridors to move freight and people, thereby balancing interregional travel with local and community needs.
- For Interstate 5, Interstate 80, and State Route 99 please include **Access Management** because improved access and connections between the local and regional transportation system are important to manage the movement of people and freight. This enhances community livability by reducing vehicular and modal conflict points and improves emergency services overall.

- For Interstate 5, Interstate 80, and State Route 99 please include **Improve Emergency Evacuation Alternatives**. Recent natural disasters highlight the need for interagency coordination during wide-area evacuations. Focusing on emergency evacuation alternatives and overall evacuation route reliability improves safety for communities along the corridor.
- For State Route 99 please include **Expand Truck Parking**. Creating or expanding truck parking yields multiple benefits including improved safety for both trucks and travelers. This enhances community economic opportunities by consolidating truck parking into specific locations. In addition, it further improves greenhouse gas emissions from reduced idling times by providing truckers electrical options for refrigeration and heating.
- For State Route 99 please include **Support Freight Alternatives to Trucks to Decrease Vehicle Miles Traveled (VMT)**. This strategy supports the expansion of rail and aeronautical services and facilities for the movement of goods in an area that is predominately reliant on trucks. This will help to reduce congestion and greenhouse gas emissions along the roadways.

We also express our support for including State Route 51 as a priority interregional facility in the 2021 ITSP. State Route 51, within the Sacramento Region, is as critical connector to the priority interregional routes of Interstate 80 and State Route 99, and Interstate 5 via U.S. 50. The inclusion of State Route 51 would close significant gaps in the system, which is part of the northernmost interstate and state route hub in California.

Lastly, we support Caltrans District 3 nomination of the Sac-5 Managed Lane Project and Yolo 80 Managed Lanes Project – Phase 1 through the Interregional Transportation Improvement Program (ITIP). Both these projects are critical to the Sacramento Region in order to reduce congestion through the downtown core while addressing bottlenecks along the Yolo Causeway. These projects allow Caltrans District 3 to continue its push to connect the managed lane network to major economic centers such as Sacramento International Airport, the Port of West Sacramento, downtown Sacramento, and critical freight facilities around these corridors.

Regards,



Cindy Nichol
Director of Airports



Regional Transit

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and Equal Opportunity Employer

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September 7, 2021

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Dear Caltrans and California Transportation Commission:

Sacramento Regional Transit District (SacRT) writes in support of the California Department of Transportation (Caltrans) District 3 recommendation to include the strategies outlined below to the Interregional Transportation Strategic Plan (ITSP) for the State Route 99, Interstate 5, and Interstate 80 corridors in Caltrans District 3. The improvements and strategies outlined below are critical to ensuring the long-term direction for the corridor is inclusive and accounts for the needs within our organization, provides for alternative mobility options, and improves sustainability.

- For both Interstate 5 and State Route 99 please include **Provide Surface Transportation Assistance Act (STAA) Truck Access** as economic recovery following the pandemic and growth after the pandemic will heavily rely on commerce and the movement of freight. STAA access links interregional priorities with local priorities.
- For both Interstate 5 and State Route 99 please include **Implement Managed Lanes to Maximize People Movement** as improvement of travel time reliability is critical to reducing congestion along the corridors to move freight and people to balance interregional travel with local and community needs.
- For Interstate 5, Interstate 80, and State Route 99 please include **Access Management** as improved access and connections between the local and regional transportation system is important to management the movement of people and freight. This enhances community livability by reducing vehicular and modal conflict points and improving emergency services overall.
- For Interstate 5, Interstate 80, and State Route 99 please include **Improve Emergency Evacuation Alternatives** as recent natural

disasters highlight the need for interagency coordination for area wide evacuations. By focusing on emergency evacuation alternatives and overall evacuation route reliability improves safety for communities along the corridor throughout the region.

- For State Route 99 please include **Expand Truck Parking** as creating or expanding truck parking yields multiple benefits but not limited to safety for both trucks and travelers to reduce conflicts along the roadway. This enhances community economic opportunities by consolidating truck parking into specific locations. Further enhances greenhouse gas emissions by reducing idling times by providing truckers electrical options for refrigeration and heating.
- For State Route 99 please include **Support Freight Alternatives to Trucks to Decrease Vehicle Miles Traveled (VMT)**. This strategy supports the expansion of rail and aeronautical services and facilities for goods movement in an area that is predominately reliant on trucks. This will help to reduce congestion and greenhouse gas emissions along the roadways.

Through our review of the Draft 2021 ITSP with Caltrans, SacRT would also like to express support for including State Route 51/ Cap City Freeway as priority interregional facilities in the 2021 ITSP. State Route 51, within the Sacramento Region, is as critical connector to the priority interregional routes of Interstate 80 and State Route 99, and indirectly Interstate 5 via U.S. 50. The inclusion of State Route 51 would close significant gaps in the system which is part of the most northern interstate and state route hub in California where these facilities connect in the Sacramento Region.

Lastly, we support Caltrans District 3 nomination of the Sac-5 Managed Lane Project and Yolo 80 Managed Lanes Project – Phase 1 through the Interregional Transportation Improvement Program (ITIP). Both these projects are critical to the Sacramento Region as the Sac-5 Managed Lane Project extends the managed lane network in the Sacramento Region through the Sacramento downtown core to reduce congestion along populated areas of the community; whereas the Yolo 80 Managed Lane Project – Phase 1 extends westerly to address bottlenecks along the Yolo Causeway and Interstate 80 and US 50 as commuters approach the region. These projects allow Caltrans District 3 to continue its push to connect the managed lane network to major economic centers such as the Sacramento International Airport, Port of West Sacramento, downtown Sacramento, and critical freight facilities around the corridors.

Regards,



Henry Li
General Manager/CEO

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To Caltrans and the California Transportation Commission:

I write in support of the California Department of Transportation (Caltrans) District 3 recommendation to include the strategies outlined below to the Interregional Transportation Strategic Plan (ITSP) for the Interstate 80 corridor in Caltrans District 3. The improvements and strategies outlined below are critical to ensuring the long-term direction for the corridor is inclusive and accounts for the needs of our communities. In my role as a state legislator, my priority is ensuring that our region has safe and equitable access to resources, and advocating for road safety and access measures is just one of the ways we work to protect our constituents.

- Access Management – improved access and connections between the local and regional transportation system is important to manage the movement of people and freight. This enhances community livability by reducing vehicular and modal conflict points and improving emergency services overall.
- Improve Emergency Evacuation Alternatives – Recent natural disasters highlight the need for interagency coordination for area wide evacuations. Focusing on emergency evacuation alternatives and overall evacuation route reliability improves safety for communities along the corridor and throughout the region.

I would like to also express my support for the funding of the Yolo 80 Managed Lanes Project – Phase 1 through the Interregional Transportation Improvement Program (ITIP). The project is critical to the region as it covers the major east-west corridor in the western Sacramento Region and address bottlenecks along the Yolo Causeway and Interstate 80 and US 50 as commuters approach Sacramento. This project allows Caltrans District 3 to continue its push to connect the managed lane network to major economic centers such as the Sacramento International Airport, Port of West Sacramento, downtown Sacramento, and critical freight facilities around the corridors.

I am very supportive of these projects as they will bring great benefit to our region. Thank you for your consideration of this request.

Regards,

CECILIA AGUIAR-CURRY
Assemblymember, 4th District



September 8, 2021

Scott Sauer
Chief, Office of Multimodal System Planning
Division of Transportation Planning
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Hilary Norton
Chairwoman
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Mitch Weiss
Executive Director
California Transportation
Commission
1120 N Street, MS 52
Sacramento, CA 95814

Dear Caltrans and California Transportation Commission:

City of Davis writes in support of the California Department of Transportation (Caltrans) District 3 recommendation to include the strategies outlined below to the Interregional Transportation Strategic Plan (ITSP) for the Interstate 80 corridor in Caltrans District 3. The improvements and strategies outlined below are critical to ensuring the long-term direction for the corridor is inclusive and accounts for the needs within our organization.

- Access Management – improved access and connections between the local and regional transportation system is important to management the movement of people and freight. This enhances community livability by reducing vehicular and modal conflict points and improving emergency services overall.
- Improve Emergency Evacuation Alternatives – Recent natural disasters highlight the need for interagency coordination for area wide evacuations. By focusing on emergency evacuation alternatives and overall evacuation route reliability improves safety for communities along the corridor throughout the region.

We would like to also express our support for the funding of the Yolo 80 Managed Lanes Project – Phase 1 through the Interregional Transportation Improvement Program (ITIP). The Yolo 80 Managed Lane Project – Phase 1 is critical to the region as it covers the major east-west corridor in the western Sacramento Region and address bottlenecks along the Yolo Causeway and Interstate 80 and US 50 as commuters approach the City of Sacramento. Reducing bottlenecks, particularly between the Solano County line and the Causeway are important to reduce spillover traffic impacts to local roads and ensure travel time reliability for goods movement. However, capacity-increasing projects are known to induce latent demand for driving, reverting to prior conditions over time. Thus, the City supports a comprehensive approach to travel along the I-80 corridor including managing transportation demand through congestion pricing and commensurate investments in rail and transit infrastructure and services. While some of these are being considered in the I-80 Comprehensive Multimodal Corridor Plan, inclusion in the Plan and implementation will be critical to stabilize conditions on I-80 and provide travelers with viable, sustainable options to driving. In the meantime, the City supports the Yolo 80 Managed Lanes Project – Phase 1, which allows Caltrans District 3 to continue its push to connect the managed lane network to major economic centers such as the Sacramento International Airport, Port of West Sacramento, downtown Sacramento, and critical freight facilities around the corridors.

Regards,

Robert A. Clarke, PE, M. ASCE
Director of PW – Engineering & Transportation

530-747-5846 | @CityofDavis @CityofDavis
1717 Fifth Street, Davis, CA 95616

CITYOFDAVIS.ORG

JOHN GARAMENDI
CALIFORNIA, 3RD DISTRICT

ARMED SERVICES COMMITTEE
CHAIRMAN READINESS
STRATEGIC FORCES

TRANSPORTATION AND
INFRASTRUCTURE COMMITTEE
HIGHWAYS & TRANSIT
WATER RESOURCES
AVIATION
ECONOMIC DEVELOPMENT



UNITED STATES CONGRESS

2368 RAYBURN OFFICE BUILDING
WASHINGTON, DC 20515
PHONE: (202) 225-1880

DISTRICT OFFICES:

412 G STREET
DAVIS, CA 95616
PHONE: (530) 753-5301

1261 TRAVIS BOULEVARD, SUITE 180
FAIRFIELD, CA 94533
PHONE: (707) 438-1822

September 8, 2021

Scott Sauer, Chief
Office of Multimodal System Planning
Division of Transportation Planning
California Department of Transportation

Hilary Norton, Chairwoman
California Transportation Commission

Mitch Weiss, Executive Director
California Transportation Commission

Dear Mr. Sauer, Ms. Norton, and Mr. Weiss:

I write in support of the recommendation by the California Department of Transportation (Caltrans) District 3 to include the proposed specific improvements and strategies for the Interstate 80 Corridor Project in the next Interregional Transportation Strategic Plan. I also support funding the Yolo 80 Managed Lanes Project (Phase 1) through the Interregional Transportation Improvement Program. As the Representative for California's Third Congressional District, I have worked to secure substantial federal funding for both projects.

For the first time in 15 years, the rules of the U.S. House of Representatives were changed this year to allow Members of Congress to direct federal funding to specific transportation projects: formerly known as "Highway Bill earmarks" and now termed "Member-designated Projects." As a senior member of the House Committee on Transportation and Infrastructure, which drafts the Highway Bill (surface transportation reauthorization) every 5 years, my ability to direct needed federal funding to worthy local projects is predicated upon those projects being already listed in state, regional, and metropolitan transportation improvement plans like the Interregional Transportation Strategic Plan.

Lastly, the Yolo 80 Managed Lane Project (Phase 1) is critical to addressing bottlenecks along the Yolo Causeway, Interstate 80, and U.S. Route 50 as commuters approach Sacramento. This project will allow Caltrans District 3 to continue connecting the managed lane network to major economic centers such as the Sacramento International Airport, Port of West Sacramento, downtown Sacramento, and critical freight facilities.

Thank you for considering my views. I look forward to reviewing the updated Interregional Transportation Strategic Plan.

Sincerely,

A handwritten signature in blue ink that reads "John Garamendi".

JOHN GARAMENDI
Member of Congress



September 8, 2021

Scott Sauer
Chief, Office of Multimodal System Planning
Division of Transportation Planning
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Hilary Norton
Chairwoman
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Mitch Weiss
Executive Director
California Transportation
Commission
1120 N Street, MS 52
Sacramento, CA 95814

Dear Caltrans and California Transportation Commission:

The Sacramento Transportation Authority (STA) writes in support of the California Department of Transportation (Caltrans) District 3 recommendation to include the strategies outlined below to the Interregional Transportation Strategic Plan (ITSP) for the Interstate 5 corridor in Caltrans District 3. The improvements and strategies outlined below are critical to ensuring the long-term direction for the corridor is inclusive and accounts for the needs within our organization.

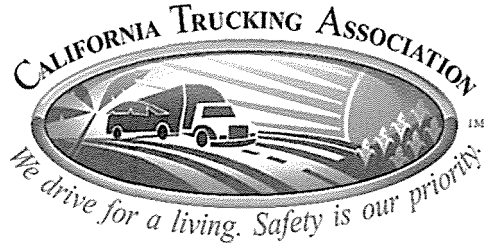
- Provide Surface Transportation Assistance Act (STAA) Truck Access – economic recovery following the pandemic and growth after the pandemic will heavily rely on commerce and the movement of freight. STAA access links interregional priorities with local priorities.
- Implement Managed Lanes to Maximize People Movement – improvement of travel time reliability is critical to reducing congestion along the corridors to move freight and people to balance interregional travel with local and community needs.
- Access Management – improved access and connections between the local and regional transportation system is important to management the movement of people and freight. This enhances community livability by reducing vehicular and modal conflict points and improving emergency services overall.
- Improve Emergency Evacuation Alternatives – Recent natural disasters highlight the need for interagency coordination for area wide evacuations. By focusing on emergency evacuation alternatives and overall evacuation route reliability improves safety for communities along the corridor throughout the region.

We would like to also express our support for the funding of the Sac-5 Managed Lane Project through the Interregional Transportation Improvement Program (ITIP). The funding of the Sac-5 Managed Lane Project is critical to extending the managed lane network in the Sacramento Region through the Sacramento downtown core and reducing congestion along populated areas of the community. This project will also allow Caltrans District 3 to continue its push to connect the managed lane network to the Sacramento International Airport and critical freight facilities to further enhance the region's economy.

Regards,

A handwritten signature in blue ink that reads "Sabrina Drago". The signature is fluid and cursive, with the first name being the most prominent.

Sabrina Drago, PE
Executive Director



September 8, 2021

Scott Sauer
Chief, Office of Multimodal System
Planning
Division of Transportation Planning
California Department of
Transportation
1120 N Street
Sacramento, CA 95814

Hilary Norton
Chairwoman
California Transportation
Commission
1120 N Street, MS 52
Sacramento, CA 95814

Mitch Weiss
Executive Director
California Transportation
Commission
1120 N Street, MS 52
Sacramento, CA 95814

Dear Caltrans and Commissioners:

The California Trucking Association (CTA) writes in support of the California Department of Transportation (Caltrans) District 3 recommendation to include the strategies outlined below to the Interregional Transportation Strategic Plan (ITSP) for the Interstate 5 and Interstate 80 corridors and State Route 99 in Caltrans District 3. The improvements and strategies outlined below are critical to ensuring the long-term direction for the corridor is inclusive and accounts for the needs within our organization.

- For the Interstate 5 corridor please include **Provide Surface Transportation Assistance Act (STAA) Truck Access**. This strategy is an important economic recovery following the pandemic and growth after the pandemic will heavily rely on commerce and the movement of freight. STAA access links interregional priorities with local priorities. Over the years CTA has worked with many Caltrans Districts and local transportation agencies on identifying routes that are safe and can accommodate STAA vehicles that should be designated as STAA routes, however there are still gaps in identifying routes throughout the state.
- For both Interstate 5 and State Route 99 please include **Implement Managed Lanes to Maximize People Movement** as improvement of travel time reliability is critical to reducing congestion along the corridors to move freight and people to balance interregional travel with local and community needs.
- For Interstate 5, Interstate 80 and State Route 99 please include **Access Management** as improved access and connections between the local and regional transportation system is important to management the movement of people and freight. This enhances

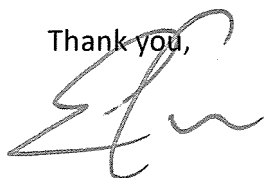
community livability by reducing vehicular and modal conflict points and improving emergency services overall.

- For Interstate 5 Interstate 80 and State Route 99 please include **Improve Emergency Evacuation Alternatives** as recent natural disasters highlight the need for interagency coordination for area wide evacuations. By focusing on emergency evacuation alternatives and overall evacuation route reliability improves safety for communities along the corridor throughout the region. These improvements will also assist the trucking industry when they are transporting emergency equipment and supplies into impacted areas.
- For State Route 99 please include much needed **Expanded Truck Parking** by creating or expanding truck parking yields multiple benefits but not limited to safety for both trucks and travelers to reduce conflicts along the roadway. This enhances community economic opportunities by consolidating truck parking into specific locations. Historically, unfortunately California consistently ranks near the bottom in the nation of truck parking availability, projects like this provide relief to the truck parking issue.

Through our review of the Draft 2021 ITSP, we express our support for including State Route 51 as priority interregional facilities in the 2021 ITSP. State Route 51, within the Sacramento Region, is as critical connector to the priority interregional routes of Interstate 80 and State Route 99, and indirectly Interstate 5 via U.S. 50. The inclusion of State Route 51 would close significant gaps in the system which is part of the most northern interstate and state route hub in California where these facilities connect in the Sacramento Region.

We would like to also express our support for the funding of the Sac-5 Managed Lane Project and Yolo 80 Managed Lanes Project – Phase 1 through the Interregional Transportation Improvement Program (ITIP). Both these projects are critical to the Sacramento Region as the Sac-5 Managed Lane Project extends the managed lane network in the Sacramento Region through the Sacramento downtown core to reduce congestion along populated areas of the community; whereas the Yolo 80 Managed Lane Project – Phase 1 extends westerly to address bottlenecks along the Yolo Causeway and Interstate 80 and US 50 as commuters approach the region. These projects allow Caltrans District 3 to continue its push to connect the managed lane network to major economic centers such as the Sacramento International Airport, Port of West Sacramento, downtown Sacramento, and critical freight facilities around the corridors.

Thank you,



Eric Sauer
Senior Vice President Government Affairs
California Trucking Association

The County of Yuba

Community Development & Services Agency

Kevin Mallen, Director

Phone – (530) 749-5430 • Fax – (530) 749-5434
915 8th Street, Suite 123
Marysville, California 95901

www.co.yuba.ca.us



ATTACHMENT B

BUILDING
749-5440 • Fax 749-5616

CODE ENFORCEMENT
749-5455 • Fax 749-5464

ENVIRONMENTAL HEALTH • CUPA
749-5450 • Fax 749-5454

PLANNING
749-5470 • Fax 749-5434

PUBLIC WORKS • SURVEYOR
749-5420 • Fax 749-5424

FINANCE AND ADMINISTRATION
749-5430 • Fax 749-5434

September 8, 2021

Scott Sauer
Office of Multimodal System Planning
Division of Transportation Planning
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Hilary Norton
Chairwoman
CTC
1120 N Street, MS 52
Sacramento, CA 95814

Mitch Weiss
Executive Director
CTC
1120 N Street, MS 52
Sacramento, CA 95814

Dear Caltrans and California Transportation Commission:

The County of Yuba supports the California Department of Transportation (Caltrans) District 3 recommendation to include the strategies outlined below to the Interregional Transportation Strategic Plan (ITSP) for the State Route 20 corridor in Caltrans District 3. The improvements and strategies outlined below are critical to ensuring the long-term direction for the corridor is inclusive and accounts for the needs within our organization.

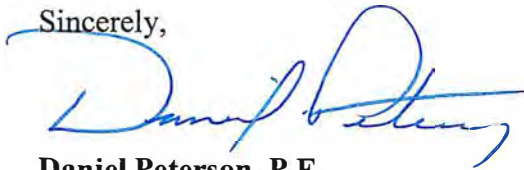
- Access Management – improved access and connections between the local and regional transportation system is important to management the movement of people and freight. This enhances community livability by reducing vehicular and modal conflict points and improving emergency services overall.
- Support Freight Alternatives to Trucks to Decrease Vehicle Miles Traveled (VMT) – support the expansion of rail and aeronautical services and facilities for goods movement in an area that is predominately reliant on trucks. This will help to reduce congestion and greenhouse gas emissions along the roadways.
- Truck Climbing and/or Passing Lanes in Locations with Steep Grades – The creating of truck climbing lanes reduces recurrent congestion along rural routes where vehicles are often unable to pass freight trucks and slow-moving vehicles. This increases safety by reducing conflicts because of speed differentials and reduces the need for vehicles to pass trucks in the opposite direction.
- Balance Local Community and Interregional Travel Needs – By implementing corridor based approaches that consider all modes of travel, the corridor will enhance local, regional, and statewide economy and equity while preserving community livability by reducing greenhouse gas emissions, vehicle miles traveled, and congestion.

Interregional Transportation Strategic Plan (ITSP)
September 8, 2021
Page 2 of 2

- Expand Express Bus Service Consistent with the California Intercity Bus Study – The expansion of express bus services for interregional travelers and commuters will reduce congestion, greenhouse gas emissions and vehicle miles traveled along the corridor while providing benefits to people and goods movement.

The County of Yuba would like to reiterate our support for the inclusion of these improvements and strategies as they align with the goals and policies important to our County and its residents.

Sincerely,



Daniel Peterson, P.E.

Public Works Director

County of Yuba

Phone: (530) 749-5642

Fax: (530) 749-5424

dpeterson@co.yuba.ca.us



City Council
 311 Vernon Street
 Roseville, California 95678

September 9, 2021

Scott Sauer
 Chief, Office of Multimodal System
 Planning
 Division of Transportation Planning
 California Department of Transportation
 1120 N Street
 Sacramento, CA 95814

Hilary Norton
 Chairwoman
 California Transportation
 Commission
 1120 N Street, MS 52
 Sacramento, CA 95814

Mitch Weiss
 Executive Director
 California Transportation
 Commission
 1120 N Street, MS 52
 Sacramento, CA 95814

Dear Caltrans and California Transportation Commission:

The City of Roseville writes in support of the California Department of Transportation (Caltrans) District 3 recommendation to include the strategies outlined below to the Interregional Transportation Strategic Plan (ITSP) for the State Route 49 and Interstate 80 corridors in Caltrans District 3. We also support funding for the Capitol Corridor 3rd Track Project through the Interregional Transportation Improvement Program. The improvements and strategies outlined below are critical to ensuring the long-term direction for the corridor is inclusive and accounts for the needs within our City and region.

- For Interstate 80 please include **Improve Emergency Evacuation Alternatives**. Recent natural disasters highlight the need for interagency coordination for area wide evacuations. By focusing on emergency evacuation alternatives and overall evacuation route reliability improves safety for communities along the corridor throughout the region.
- For both State Route 49 and Interstate 80 please include **Access Management** as improved access and connections between the local and regional transportation systems is important to management the movement of people and freight. This enhances community livability by reducing vehicular and modal conflict points and improving emergency services overall.
- Support for the funding of **Capital Corridor 3rd Track Project** through Interregional Transportation Improvement Program (ITIP). The 3rd Track Project is vital to the efforts of the Northern California Megaregion by expanding commuter level rail service to Roseville, one of the fastest growing areas of the nation.
- For **Intercity Passenger Rail from Reno to the San Francisco Bay Area**, please modify the existing seasonal focus of rail from Sacramento to Reno to include examination of the long term feasibility of regular passenger rail service between Sacramento and Reno.
- For State Route 49 please include **Expand Truck Parking** as creating or expanding truck parking yields multiple benefits but not limited to safety for both trucks and travelers to reduce conflicts along the roadway. This enhances community economic opportunities by consolidating truck parking into specific locations. Further enhances greenhouse gas emissions by reducing idling times by providing truckers electrical options for refrigeration and heating.
- For State Route 49 please include **Support Freight Alternatives to Trucks to Decrease Vehicle Miles Traveled (VMT)**. This strategy supports the expansion of rail and aeronautical services

and facilities for goods movement in an area that is predominately reliant on trucks. This will help to reduce congestion and greenhouse gas emissions along the roadways.

- For State Route 49 please include **Expand Express Bus Service Consistent with the California Intercity Bus Study**. The expansion of express bus services for interregional travelers and commuters will reduce congestion, greenhouse gas emissions and vehicle miles traveled along the corridor while providing benefits to people and goods movement.
- For State Route 49 please include **Balance Local Community and Interregional Travel Needs**. By implementing corridor-based approaches that consider all modes of travel, the corridor will enhance local, regional, and statewide economy and equity while preserving community livability by reducing greenhouse gas emissions, vehicle miles traveled, and congestion.
- For State Route 49 please include **Truck Climbing and/or Passing Lanes in Locations with Steep Grades**. The creation of truck climbing lanes reduces recurrent congestion along rural routes where vehicles are unable to consistently pass freight trucks and slow-moving vehicles. This increases safety by reducing conflicts because of speed differentials and reduces the need for vehicles to pass trucks in the opposite direction.

Our community and economy require reliable infrastructure to connect supply chains, to efficiently move goods and services, and to access jobs, health care, education and social connections. It is for these reasons the City of Roseville supports the California Department of Transportation (Caltrans) District 3 recommendation to include the strategies outlined above to the Interregional Transportation Strategic Plan (ITSP).

Sincerely,



Krista Bernasconi,
Mayor, City of Roseville

Cc: Jason Gonsalves, Joe A. Gonsalves and Son



Western Nevada County Accessible Transportation Coalition Initiative – Mobility Action Partners Coalition

September 9, 2021

Scott Sauer
Chief, Office of Multimodal System
Planning
Division of Transportation Planning
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Hilary Norton
Chairwoman
California Transportation
Commission
1120 N Street, MS 52
Sacramento, CA 95814

Mitch Weiss
Executive Director
California Transportation
Commission
1120 N Street, MS 52
Sacramento, CA 95814

Dear Caltrans and California Transportation Commission:

In 2010, the County of Nevada Transit Services Division was awarded an Easter Seals Project Action grant to look at opportunities to improve the accessibility of transportation options in western Nevada County. The initiation of this project involved establishing a coalition of stakeholders with knowledge of the available transportation options and social service needs in western Nevada County. This coalition is known as the Accessible Transportation Coalition – Mobility Action Partners Coalition (ATCI-MAPCO) and continues to meet and work collaboratively to improve the accessibility of transportation options.

The ATCI-MAPCO is happy to express our support for the funding of Nevada 49 Corridor Improvement Project (03-4E170) through Interregional Transportation Improvement Program (ITIP) as it provides direct benefits to rural communities through improved safety, and mobility of vehicular, pedestrian, and cyclist traffic on State Route 49 as the corridor provides connectivity to rural disadvantaged populations. This is needed for a corridor that is the lifeline of a region which facilitates goods movement, access to service industries, residential, medical, jobs, and higher education facilities. The SR 49 corridor also plays a key role in providing interregional multi-modal connectivity as an interregional public transit corridor, providing Gold Country Connects Route 5 express fixed route transit service between Nevada and Placer County and connections to the Amtrak Capital Corridor Inner-City Passenger Rail, Auburn Transit, and Placer County Transit at the Auburn Conheim Multimodal Station in Auburn.

The ATCI-MAPCO also writes in support of the California Department of Transportation (Caltrans) District 3 recommendation to include the strategies outlined below to the Interregional Transportation Strategic Plan (ITSP) for the State Route 20 and State Route 49 corridors in Caltrans District 3. The improvements and strategies outlined below are critical to ensuring the long-term direction for the corridor is inclusive and accounts for the needs within our organization.

- For both State Route 20 and State Route 49 please include **Access Management** as improved access and connections between the local and regional transportation system is important to management the movement of people and freight. This enhances community livability by reducing vehicular and modal conflict points and improving emergency services overall.
- For both State Route 20 and State Route 49 please include **Support Freight Alternatives to Trucks to Decrease Vehicle Miles Traveled (VMT)**. This strategy supports the expansion of rail and aeronautical services and facilities for goods movement in an area that is predominately

reliant on trucks. This will help to reduce congestion and greenhouse gas emissions along the roadways.

- For both State Route 20 and State Route 49 please include **Truck Climbing and/or Passing Lanes in Locations with Steep Grades** as the creation of truck climbing lanes reduces recurrent congestion along rural routes where vehicles are unable to consistently pass freight trucks and slow-moving vehicles. This increases safety by reducing conflicts because of speed differentials and reduces the need for vehicles to pass trucks in the opposite direction.
- For both State Route 20 and State Route 49 please include **Expand Express Bus Service Consistent with the California Intercity Bus Study**. The expansion of express bus services for interregional travelers and commuters will reduce congestion, greenhouse gas emissions and vehicle miles traveled along the corridor while providing benefits to people and goods movement.
- For State Route 49 please include **Expand Truck Parking** as creating or expanding truck parking yields multiple benefits but not limited to safety for both trucks and travelers to reduce conflicts along the roadway. This enhances community economic opportunities by consolidating truck parking into specific locations. Further enhances greenhouse gas emissions by reducing idling times by providing truckers electrical options for refrigeration and heating.
- For State Route 49 please include **Balance Local Community and Interregional Travel Needs**. By implementing corridor-based approaches that consider all modes of travel, the corridor will enhance local, regional, and statewide economy and equity while preserving community livability by reducing greenhouse gas emissions, vehicle miles traveled, and congestion

Regards,

Robin Van Valkenburg

Robin Van Valkenburg, Chair
ATCI-MAPCO



8401 LAGUNA PALMS WAY • ELK GROVE, CALIFORNIA 95758
TEL: 916.683.7111 • FAX: 916.627.4201 • www.elkgrovecity.org

September 9, 2021

BOBBIE SINGH-ALLEN
MAYOR

STEPHANIE NGUYEN
VICE MAYOR

DARREN G. SUEN
COUNCIL MEMBER

PATRICK HUME
COUNCIL MEMBER

KEVIN D. SPEASE
COUNCIL MEMBER

Scott Sauer
Chief, Office of Multimodal System Planning
Division of Transportation Planning
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Hilary Norton, Chairwoman
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Dear Caltrans and California Transportation Commission:

The City of Elk Grove recommends the following changes to the Interregional Transportation Strategic Plan (ITSP) for the State Route 99, Interstate 5, and Interstate 80 corridors in Caltrans District 3. These changes are critical to ensuring the long-term direction for the corridors. Many of these comments apply specifically to Tables 7, 8, and 12, but some are also universal throughout the document.

- For both Interstate 5 and State Route 99, please include “**Provide Surface Transportation Assistance Act (STAA) Truck Access**”. Economic recovery following the pandemic, and growth after the pandemic, will heavily rely on commerce and the movement of freight. STAA access links interregional priorities with local priorities.
- For both Interstate 5, Interstate 80, and State Route 99, please include “**Implement High Occupancy Vehicle (HOV) Lanes to Maximize People Movement**”. Improvement of travel time reliability is critical to reducing congestion along the corridors, to move freight and people, and to balance interregional travel with local and community needs.
- For both Interstate 5 and State Route 99, please include “**Improve Freight Travel Time Reliability by Increasing Connectivity**”. This can be accomplished through projects such as the **Capital SouthEast Connector**.

Caltrans and California Transportation Commission
September 9, 2021
Page 2

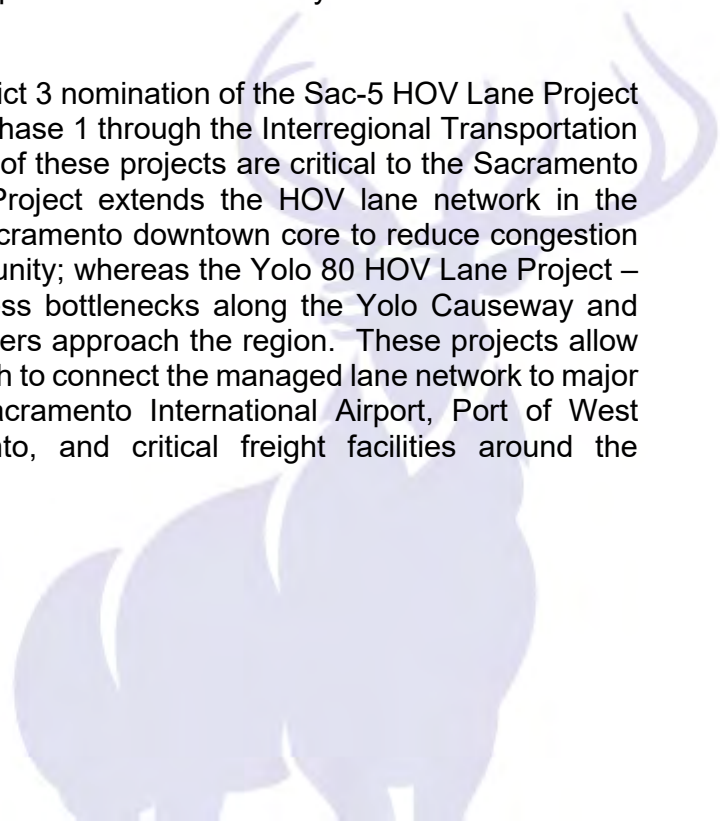
- For Interstate 5, Interstate 80, and State Route 99, please include “**Access Management**”. Improved access and connections between the local and regional transportation system is important to managing the movement of people and freight. This enhances community livability by reducing vehicular and modal conflict points and improving emergency services overall.
- For Interstate 5, Interstate 80, and State Route 99, please include “**Improve Emergency Evacuation Alternatives**”. As recent natural disasters demonstrate, there is a vital need for interagency coordination for area wide evacuations. Focusing on emergency evacuation alternatives and overall evacuation route reliability improves safety for communities along the corridor throughout the region.
- For Interstate 5 and State Route 99, please include “**Support Freight Alternatives to Trucks to Decrease Vehicle Miles Traveled (VMT)**”. This strategy supports the expansion of rail and aeronautical services and facilities for goods movement in an area that is predominately reliant on trucks. This will help to reduce congestion and greenhouse gas emissions along the roadways.
- Throughout the document, revise “Expand Vehicle and Freight Truck ZEV Charging Infrastructure” to “Expand Vehicle and Freight Truck ZEV Charging **and Fueling** Infrastructure”, to account for alternative fueling sources such as Hydrogen. Blue and green hydrogen have extensive opportunities as low- and no-carbon energy sources for heavy duty vehicles, including trips from ports to inland assembly and distribution facilities.

Lastly, we support Caltrans District 3 nomination of the Sac-5 HOV Lane Project and Yolo 80 HOV Lanes Project – Phase 1 through the Interregional Transportation Improvement Program (ITIP). Both of these projects are critical to the Sacramento Region as the Sac-5 HOV Lane Project extends the HOV lane network in the Sacramento Region through the Sacramento downtown core to reduce congestion along populated areas of the community; whereas the Yolo 80 HOV Lane Project – Phase 1 extends westerly to address bottlenecks along the Yolo Causeway and Interstate 80 and US 50 as commuters approach the region. These projects allow Caltrans District 3 to continue its push to connect the managed lane network to major economic centers such as the Sacramento International Airport, Port of West Sacramento, downtown Sacramento, and critical freight facilities around the corridors.

Sincerely,



Bobbie Singh-Allen
MAYOR
City of Elk Grove





CITY OF
FOLSOM
DISTINCTIVE BY NATURE

September 9, 2021

Scott Sauer
Chief, Office of Multimodal System
Planning
Division of Transportation Planning
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Hilary Norton
Chairwoman
California Transportation
Commission
1120 N Street, MS 52
Sacramento, CA 95814

Mitch Weiss
Executive Director
California Transportation
Commission
1120 N Street, MS 52
Sacramento, CA 95814

Dear Caltrans and California Transportation Commission:

The City of Folsom writes in support of the California Department of Transportation (Caltrans) District 3 recommendation to include the strategies outlined below to the Interregional Transportation Strategic Plan (ITSP) for the State Route 99, Interstate 5, and Interstate 80 corridors in Caltrans District 3. The improvements and strategies outlined below are critical to ensuring the long-term direction for the corridor is inclusive and accounts for the needs within our organization.

- For both Interstate 5 and State Route 99 please include **Provide Surface Transportation Assistance Act (STAA) Truck Access** as economic recovery following the pandemic and growth after the pandemic will heavily rely on commerce and the movement of freight. STAA access links interregional priorities with local priorities.
- For both Interstate 5 and State Route 99 please include **Implement Managed Lanes to Maximize People Movement** as improvement of travel time reliability is critical to reducing congestion along the corridors to move freight and people to balance interregional travel with local and community needs.
- For Interstate 5, Interstate 80, and State Route 99 please include **Access Management** as improved access and connections between the local and regional transportation system is important to management the movement of people and freight. This enhances community

livability by reducing vehicular and modal conflict points and improving emergency services overall.

- For Interstate 5, Interstate 80, and State Route 99 please include **Improve Emergency Evacuation Alternatives** as recent natural disasters highlight the need for interagency coordination for area wide evacuations. By focusing on emergency evacuation alternatives and overall evacuation route reliability improves safety for communities along the corridor throughout the region.
- For State Route 99 please include **Expand Truck Parking** as creating or expanding truck parking yields multiple benefits but not limited to safety for both trucks and travelers to reduce conflicts along the roadway. This enhances community economic opportunities by consolidating truck parking into specific locations. Further enhances greenhouse gas emissions by reducing idling times by providing truckers electrical options for refrigeration and heating.
- For State Route 99 please include **Support Freight Alternatives to Trucks to Decrease Vehicle Miles Traveled (VMT)**. This strategy supports the expansion of rail and aeronautical services and facilities for goods movement in an area that is predominately reliant on trucks. This will help to reduce congestion and greenhouse gas emissions along the roadways.

Through our review of the Draft 2021 ITSP, we express our support for including State Route 51 as priority interregional facilities in the 2021 ITSP. State Route 51, within the Sacramento Region, is as critical connector to the priority interregional routes of Interstate 80 and State Route 99, and indirectly Interstate 5 via U.S. 50. The inclusion of State Route 51 would close significant gaps in the system which is part of the most northern interstate and state route hub in California where these facilities connect in the Sacramento Region.

Lastly, we support Caltrans District 3 nomination of the Sac-5 Managed Lane Project and Yolo 80 Managed Lanes Project – Phase 1 through the Interregional Transportation Improvement Program (ITIP). Both these projects are critical to the Sacramento Region as the Sac-5 Managed Lane Project extends the managed lane network in the Sacramento Region through the Sacramento downtown core to reduce congestion along populated areas of the community; whereas the Yolo 80 Managed Lane Project – Phase 1 extends westerly to address bottlenecks along the Yolo Causeway and Interstate 80 and US 50 as commuters approach the region. These projects allow Caltrans District 3 to continue its push to connect the managed lane network to major economic centers such as the Sacramento International Airport, Port of West Sacramento, downtown Sacramento, and critical freight facilities around the corridors.

Regards



Dave Nugen, PE
Public Works Director



City of Auburn
 TRINITY BURRUSS
 City of Colfax
 PAUL JOINER
 City of Lincoln
 BRIAN BAKER
 Town of Loomis
 KEN BROADWAY
 City of Rocklin
 BRUCE HOUESHELDT
 City of Roseville
 JIM HOLMES
 SUZANNE JONES
 Placer County
 DAN WILKINS
 Citizen Representative
 MIKE LUKEN
 Executive Director

September 9, 2021

Scott Sauer
 Chief, Office of Multimodal System
 Planning
 Division of Transportation Planning
 California Department of Transportation
 1120 N Street
 Sacramento, CA 95814

Hilary Norton
 Chairwoman
 California Transportation
 Commission
 1120 N Street, MS 52
 Sacramento, CA 95814

Mitch Weiss
 Executive Director
 California Transportation
 Commission
 1120 N Street, MS 52
 Sacramento, CA 95814

Subject: 2021 Interregional Transportation Strategic Plan (ITSP)

Dear Caltrans and California Transportation Commission:

Placer County Transportation Planning Agency writes in support of the California Department of Transportation (Caltrans) District 3 recommendation to include the strategies outlined below to the Interregional Transportation Strategic Plan (ITSP) for the State Route 49 and Interstate 80 corridors in Caltrans District 3. The improvements and strategies outlined below are critical to ensuring the long-term direction for the corridor is inclusive and accounts for the needs within our organization.

- For Interstate 80 and State Highway 89, please include **Improve Emergency Evacuation Alternatives**. Recent natural disasters highlight the need for interagency coordination for area wide evacuations. By focusing on emergency evacuation alternatives and overall evacuation route reliability improves safety for communities along the corridor throughout the region.
- For State Route 49 please include **Expand Truck Parking** as creating or expanding truck parking yields multiple benefits but not limited to safety for both trucks and travelers to reduce conflicts along the roadway. This enhances community economic opportunities by consolidating truck parking into specific locations. Further enhances greenhouse gas emissions by reducing idling times by providing truckers electrical options for refrigeration and heating.
- For State Route 49 please include **Support Freight Alternatives to Trucks to Decrease Vehicle Miles Traveled (VMT)**. This strategy supports the expansion of rail and aeronautical services and facilities for goods movement in an area that is predominately reliant on trucks. This will help to reduce congestion and greenhouse gas emissions along the roadways.
- For State Route 49 and State Route 89, please include **Expand Express Bus Service Consistent with the California Intercity Bus Study**. The expansion of express bus services for interregional travelers and commuters will reduce congestion, greenhouse gas emissions and vehicle miles traveled along the corridor while providing benefits to people and goods movement.

Caltrans/CTC-ITSP Comments

September 9, 2021

Page 2 of 2

- For State Route 49 please include **Balance Local Community and Interregional Travel Needs**. By implementing corridor-based approaches that consider all modes of travel, the corridor will enhance local, regional, and statewide economy and equity while preserving community livability by reducing greenhouse gas emissions, vehicle miles traveled, and congestion
- For State Route 49 please include **Truck Climbing and/or Passing Lanes in Locations with Steep Grades**. The creation of truck climbing lanes reduces recurrent congestion along rural routes where vehicles are unable to consistently pass freight trucks and slow-moving vehicles. This increases safety by reducing conflicts because of speed differentials and reduces the need for vehicles to pass trucks in the opposite direction.
- For both State Route 49 and Interstate 80 please include **Access Management** as improved access and connections between the local and regional transportation systems is important to management the movement of people and freight. This enhances community livability by reducing vehicular and modal conflict points and improving emergency services overall.
- For Intercity Passenger Rail from Reno to the San Francisco Bay Area, please modify the existing seasonal focus of rail from Sacramento to Reno to include examination of the long term feasibility of regular passenger rail service between Sacramento and Reno.

We also express our support for the funding of Capital Corridor 3rd Track Project through Interregional Transportation Improvement Program (ITIP). The 3rd Track Project is vital to the efforts of the Northern California Megaregion by expanding commuter level rail service to Roseville, one of the fastest growing areas of the nation. We also express our support for the funding of Nevada 49 Corridor Improvement Project through Interregional Transportation Improvement Program (ITIP) as it provides direct benefits to rural communities through improved safety, and mobility of vehicular, pedestrian, and cyclist traffic on State Route 49 as the corridor acts as a main street. This is needed for a corridor that is the lifeline of a region which facilitates goods movement, access to service industries, residential, medical, jobs, and higher education facilities.

Regards,



Mike Luken
Executive Director



September 10, 2021

Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Dear Caltrans and California Transportation Commission:

Placer County Transportation Planning Agency writes in support of the California Department of Transportation (Caltrans) District 3 recommendation to include the strategies outlined below to the Interregional Transportation Strategic Plan (ITSP) for the State Route 49 and Interstate 80 corridors in Caltrans District 3. The improvements and strategies outlined below are critical to ensuring the long-term direction for the corridor is inclusive and accounts for the needs within our organization.

- For Interstate 80 please include **Improve Emergency Evacuation Alternatives**. Recent natural disasters highlight the need for interagency coordination for area wide evacuations. By focusing on emergency evacuation alternatives and overall evacuation route reliability improves safety for communities along the corridor throughout the region.
- For State Route 49 please include **Expand Truck Parking** as creating or expanding truck parking yields multiple benefits but not limited to safety for both trucks and travelers to reduce conflicts along the roadway. This enhances community economic opportunities by consolidating truck parking into specific locations. Further enhances greenhouse gas emissions by reducing idling times by providing truckers electrical options for refrigeration and heating.
- For State Route 49 please include **Support Freight Alternatives to Trucks to Decrease Vehicle Miles Traveled (VMT)**. This strategy supports the expansion of rail and aeronautical services and facilities for goods movement in an area that is predominately reliant on trucks. This will help to reduce congestion and greenhouse gas emissions along the roadways.
- For State Route 49 please include **Expand Express Bus Service Consistent with the California Intercity Bus Study**. The expansion of express bus services for interregional travelers and commuters will reduce congestion, greenhouse gas emissions and vehicle miles traveled along the corridor while providing benefits to people and goods movement.
- For State Route 49 please include **Balance Local Community and Interregional Travel Needs**. By implementing corridor-based approaches that consider all modes of travel, the corridor will enhance local, regional, and statewide economy and equity while

preserving community livability by reducing greenhouse gas emissions, vehicle miles traveled, and congestion

- For State Route 49 please include **Truck Climbing and/or Passing Lanes in Locations with Steep Grades**. The creation of truck climbing lanes reduces recurrent congestion along rural routes where vehicles are unable to consistently pass freight trucks and slow-moving vehicles. This increases safety by reducing conflicts because of speed differentials and reduces the need for vehicles to pass trucks in the opposite direction.
- For both State Route 49 and Interstate 80 please include **Access Management** as improved access and connections between the local and regional transportation systems is important to management the movement of people and freight. This enhances community livability by reducing vehicular and modal conflict points and improving emergency services overall.
- For Intercity Passenger Rail from Reno to the San Francisco Bay Area, please modify the existing seasonal focus of rail from Sacramento to Reno to include examination of the long term feasibility of regular passenger rail service between Sacramento and Reno.

We also express our support for the funding of Capital Corridor 3rd Track Project through Interregional Transportation Improvement Program (ITIP). The 3rd Track Project is vital to the efforts of the Northern California Megaregion by expanding commuter level rail service to Roseville, one of the fastest growing areas of the nation.

Regards,



Justin Nartker
Public Services Director



September 10, 2021

Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS 52, Sacramento, CA 95814

Hilary Norton, Chair
California Transportation Commission
1120 N Street, MS 52, Sacramento, CA 95814

Toks Omishakin, Director
Caltrans, 1120 N Street, Sacramento, CA 95814

Scott Sauer, Chief
Caltrans Office of Multimodal System Planning
1120 N Street, Sacramento, CA 95814

Subject: Interregional Transportation Strategic Plan

Dear Caltrans and California Transportation Commission:

Thank you for providing Sacramento Metropolitan Air Quality Management District (Sac Metro Air District) with the opportunity to comment on the Interregional Transportation Strategic Plan (ITSP). Sac Metro Air District supports the ITSP vision as consistent with policies and actions contained Sacramento Area Council of Governments (SACOG) [Metropolitan Transportation Plan/Sustainable Communities Strategy](#) (MTP / SCS) and Sac Metro Air District's [Regional Ozone Attainment Plan](#) (OAP) for meeting [Clean Air Act](#) air quality standards to protect our environment and public health in the Sacramento Region. Sac Metro Air District supports the ITSP's focus on the I-5, I-80 and SR 99 corridors as priority interregional facilities, and many of the ITSP strategies and goals for each of the Strategic Interregional Corridors in the Sacramento region.

Interregional Rail Travel

Consistent with California's continued prioritization of Intercity Passenger Rail from Reno to the San Francisco Bay Area, Sac Metro Air District supports the Capitol Corridor Joint Powers Authority (CCJPA) "Sacramento to Roseville Third Track Project" as a short-term priority investment for the region. This project builds a third set of tracks for 8 miles between Sacramento and Roseville, expanding service to ten round trips per day from Roseville to Sacramento without sacrificing Union Pacific Railroad freight operations and reliability. This project will bring the State closer to achieving the 2018 California State Rail Plan (CSRP) 2040 Vision of 30-minute service frequency between Roseville and San Jose.

Managed Lanes and Pricing

Sac Metro Air District supports managed lanes planning and design on I-80, I-5 and SR 51. A managed lanes network is integral to the SACOG MTP/SCS transportation network. Specifically, MTP/SCS recommends pricing the highway system to manage travel demand, pay for high-frequency transit operations and fund more multi-modal transportation connections. We encourage you to consider funding exploratory and pilot projects to determine the viability of vehicle miles traveled (VMT) mitigation programs and their potential to reduce VMT in managed lane projects, including converting general purpose lanes.

Conclusion

Sac Metro Air District strongly supports the ITSP vision and its tremendous potential to improve interregional transportation by balancing funding to meet the Sacramento region's ambitious air quality targets and multi-modal transportation goals. Inclusion of projects that support interregional rail travel between Sacramento and Roseville, and managed lanes pricing, are a key part of MTP/SCS implementation and will therefore support Sac Metro Air District plans to meet the Clean Air Act air quality standards, which protect our environment and public health in the Sacramento Region.

Sincerely,



Paul Philley, AICP

Program Supervisor, Sac Metro Air District

cc:

Sukhvinder Takhar, Caltrans District 3 Deputy Director

Jaime Lemus, Sac Metro Air District Transportation and Climate Change Division Manager

Raef Porter, Sac Metro Air District Transportation and Climate Change Division Program Manager



September 10, 2021

Ms. Hilary Norton, Chairwoman
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Dear Ms. Norton:

Assemblyman James Gallagher and I are writing to express our support for the California Department of Transportation (Caltrans) District 3 recommendation to include improvements and strategies to the Interregional Transportation Strategic Plan (ITSP) for the State Route 20 and State Route 99 corridors.

The improvements and strategies outlined in this letter are critical to ensuring that long-term plans for these corridors are inclusive and account for the needs of constituents and individuals using these major roadways. As major arterial roadways for agriculture, commerce, travelers, and residents, we are very supportive of these improvement efforts.

Caltrans has made the following recommendations for the State Route 20 and State Route 99 corridors.

- Include **Access Management** as improved access and connections between the local and regional transportation system are important to managing the movement of people and freight. This enhances community livability by reducing vehicular and modal conflict points and improving emergency services overall.
- Include **Support Freight Alternatives to Trucks to Decrease Vehicle Miles Traveled (VMT)**. This strategy supports the expansion of rail and aeronautical services and facilities for goods movement in an area that is predominately reliant on trucks. This will help to reduce congestion and greenhouse gas emissions along the roadways.

Caltrans has made the following recommendations for State Route 20.

- Include **Truck Climbing and/or Passing Lanes in Locations with Steep Grades**. The creating of truck climbing lanes reduces recurrent congestion along rural routes where vehicles are unable to consistently pass freight trucks and slow-moving vehicles. This increases safety by reducing conflicts because of speed differentials and reduces the need for vehicles to pass trucks in the opposite direction.

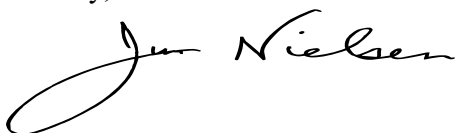
- Include **Balance Local Community and Interregional Travel Needs**. By implementing corridor-based approaches that consider all modes of travel, the corridor will enhance local, regional, and statewide economy and equity while preserving community livability by reducing congestion and vehicle miles traveled.
- Include **Expand Express Bus Service Consistent with the California Intercity Bus Study**. The expansion of express bus services for interregional travelers and commuters will reduce congestion and vehicle miles traveled along the corridor while providing benefits to people and goods movement.

Caltrans has made the following recommendations for State Route 99.

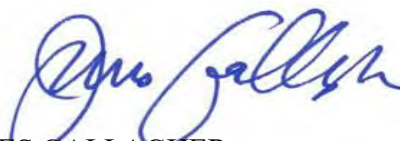
- Include **Provide Surface Transportation Assistance Act (STAA) Truck Access** as economic recovery following the pandemic and growth after the pandemic will heavily rely on commerce and the movement of freight. STAA access links interregional priorities with local priorities.
- Include **Improve Emergency Evacuation Alternatives**. Recent natural disasters highlight the need for interagency coordination for area wide evacuations. By focusing on emergency evacuation alternatives and overall evacuation route reliability improves safety for communities along the corridor throughout the region.
- Include **Expand Truck Parking**. Creating or expanding truck parking yields multiple benefits but not limited to safety for both trucks and travelers to reduce conflicts along the roadway. This enhances community economic opportunities by consolidating truck parking into specific locations.

Assemblyman Gallagher and I support the inclusion of these improvements and strategies in the Interregional Transportation Strategic Plan (ITSP) for the State Route 20 and State Route 99 corridors in Caltrans District 3, and fully believe they will increase the safety and efficiency of these important roadways in our communities. If you have any further questions, please contact my Chief of Staff, Rob Olmstead, at (916) 772-0571, or Assemblyman Gallagher's Chief of Staff, Curtis Grima, at (530) 671-0303.

Sincerely,



JIM NIELSEN
Senator, Fourth District



JAMES GALLAGHER
Assemblyman, Third District

Cc: Mr. Scott Sauer, California Department of Transportation
Mr. Mitch Weiss, California Transportation Commission

JN:ln



September 10, 2021

Mr. Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Dear Mr. Weiss:

Assemblyman James Gallagher and I are writing to express our support for the California Department of Transportation (Caltrans) District 3 recommendation to include improvements and strategies to the Interregional Transportation Strategic Plan (ITSP) for the State Route 20 and State Route 99 corridors.

The improvements and strategies outlined in this letter are critical to ensuring that long-term plans for these corridors are inclusive and account for the needs of constituents and individuals using these major roadways. As major arterial roadways for agriculture, commerce, travelers, and residents, we are very supportive of these improvement efforts.

Caltrans has made the following recommendations for the State Route 20 and State Route 99 corridors.

- Include **Access Management** as improved access and connections between the local and regional transportation system are important to managing the movement of people and freight. This enhances community livability by reducing vehicular and modal conflict points and improving emergency services overall.
- Include **Support Freight Alternatives to Trucks to Decrease Vehicle Miles Traveled (VMT)**. This strategy supports the expansion of rail and aeronautical services and facilities for goods movement in an area that is predominately reliant on trucks. This will help to reduce congestion and greenhouse gas emissions along the roadways.

Caltrans has made the following recommendations for State Route 20.

- Include **Truck Climbing and/or Passing Lanes in Locations with Steep Grades**. The creating of truck climbing lanes reduces recurrent congestion along rural routes where vehicles are unable to consistently pass freight trucks and slow-moving vehicles. This increases safety by reducing conflicts because of speed differentials and reduces the need for vehicles to pass trucks in the opposite direction.

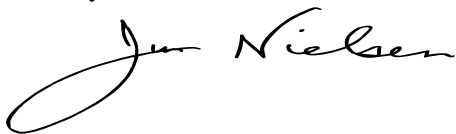
- Include **Balance Local Community and Interregional Travel Needs**. By implementing corridor-based approaches that consider all modes of travel, the corridor will enhance local, regional, and statewide economy and equity while preserving community livability by reducing congestion and vehicle miles traveled.
- Include **Expand Express Bus Service Consistent with the California Intercity Bus Study**. The expansion of express bus services for interregional travelers and commuters will reduce congestion and vehicle miles traveled along the corridor while providing benefits to people and goods movement.

Caltrans has made the following recommendations for State Route 99.

- Include **Provide Surface Transportation Assistance Act (STAA) Truck Access** as economic recovery following the pandemic and growth after the pandemic will heavily rely on commerce and the movement of freight. STAA access links interregional priorities with local priorities.
- Include **Improve Emergency Evacuation Alternatives**. Recent natural disasters highlight the need for interagency coordination for area wide evacuations. By focusing on emergency evacuation alternatives and overall evacuation route reliability improves safety for communities along the corridor throughout the region.
- Include **Expand Truck Parking**. Creating or expanding truck parking yields multiple benefits but not limited to safety for both trucks and travelers to reduce conflicts along the roadway. This enhances community economic opportunities by consolidating truck parking into specific locations.

Assemblyman Gallagher and I support the inclusion of these improvements and strategies in the Interregional Transportation Strategic Plan (ITSP) for the State Route 20 and State Route 99 corridors in Caltrans District 3, and fully believe they will increase the safety and efficiency of these important roadways in our communities. If you have any further questions, please contact my Chief of Staff, Rob Olmstead, at (916) 772-0571, or Assemblyman Gallagher's Chief of Staff, Curtis Grima, at (530) 671-0303.

Sincerely,



JIM NIELSEN
Senator, Fourth District



JAMES GALLAGHER
Assemblyman, Third District

Cc: Ms. Hilary Norton, Chairwoman, California Transportation Commission
Mr. Scott Sauer, California Department of Transportation

JN:ln



September 13, 2021

Mr. Scott Sauer
 Chief, Office of Multimodal System
 Planning
 Division of Transportation Planning
 California Department of Transportation
 1120 N Street
 Sacramento, CA 95814

Ms. Hilary Norton
 Chairwoman
 California Transportation
 Commission
 1120 N Street, MS 52
 Sacramento, CA 95814

Mr. Mitch Weiss
 Executive Director
 California Transportation
 Commission
 1120 N Street, MS 52
 Sacramento, CA 95814

Dear Caltrans and California Transportation Commission:

The City of West Sacramento is writing to support the California Department of Transportation (Caltrans) District 3 recommendation to include the strategies outlined below to the Interregional Transportation Strategic Plan (ITSP) for the Interstate 5 and Interstate 80 corridors in Caltrans District 3. The improvements and strategies outlined below are critical to ensuring the long-term direction for the corridor is inclusive and accounts for the needs within our organization.

- For the Interstate 5 corridor please include **Provide Surface Transportation Assistance Act (STAA) Truck Access**. This strategy is important economic recovery following the pandemic and growth after the pandemic will heavily rely on commerce and the movement of freight. STAA access links interregional priorities with local priorities.
- For the Interstate 5 corridor please include **Implement Managed Lanes to Maximize People Movement** as improvement of travel time reliability is critical to reducing congestion along the corridors to move freight and people to balance interregional travel with local and community needs.
- For both Interstate 5 and Interstate 80 please include **Access Management** as improved access and connections between the local and regional transportation system is important to management the movement of people and freight. This enhances community livability by reducing vehicular and modal conflict points and improving emergency services overall.
- For both Interstate 5 and Interstate 80 please include **Improve Emergency Evacuation Alternatives** as recent natural disasters highlight the need for interagency coordination for area wide evacuations. By focusing on emergency evacuation alternatives and overall evacuation route reliability improves safety for communities along the corridor throughout the region.

We would like to also express our support for the funding of the Sac-5 Managed Lane Project and Yolo 80 Managed Lanes Project – Phase 1 through the Interregional Transportation Improvement Program (ITIP). Both these projects are critical to the Sacramento Region as the Sac-5 Managed Lane Project

Mr. Scott Sauer
Ms. Hilary Norton
Mr. Mitch Weiss
September 13, 2021
Page 2

extends the managed lane network in the Sacramento Region through the Sacramento downtown core to reduce congestion along populated areas of the community; whereas the Yolo 80 Managed Lane Project – Phase 1 extends westerly to address bottlenecks along the Yolo Causeway and Interstate 80 and US 50 as commuters approach the region. These projects allow Caltrans District 3 to continue its push to connect the managed lane network to major economic centers such as the Sacramento International Airport, Port of West Sacramento, downtown Sacramento, and critical freight facilities around the corridors.

Regards,



Gary N. Predoehl, P.E.
Capital Improvement Manager
City Of West Sacramento

c: Aaron Laurel, City Manager
Ariana Adame, Director of Capital Projects
Jason McCoy, Transportation Planning Supervisor



Government and Community Relations

September 13, 2021

Scott Sauer
Chief, Office of Multimodal System
Planning
Division of Transportation Planning
California Department of
Transportation
1120 N Street
Sacramento, CA 95814

Hilary Norton
Chairwoman
California Transportation
Commission
1120 N Street, MS 52
Sacramento, CA 95814

Mitch Weiss
Executive Director
California Transportation
Commission
1120 N Street, MS 52
Sacramento, CA 95814

Dear Caltrans and California Transportation Commission:

UC Davis writes in support of the California Department of Transportation (Caltrans) District 3 recommendation to include the strategies outlined below to the Interregional Transportation Strategic Plan (ITSP) for the Interstate 80 corridor in Caltrans District 3. The improvements and strategies outlined below are critical to ensuring the long-term direction for the corridor is inclusive and accounts for the needs within our organization.

- Access Management – improved access and connections between the local and regional transportation system is important to management the movement of people and freight. This enhances community livability by reducing vehicular and modal conflict points and improving emergency services overall.
- Improve Emergency Evacuation Alternatives – Recent natural disasters highlight the need for interagency coordination for area wide evacuations. By focusing on emergency evacuation alternatives and overall evacuation route reliability improves safety for communities along the corridor throughout the region.

We would like to also express our support for the funding of the Yolo 80 Managed Lanes Project – Phase 1 through the Interregional Transportation Improvement Program (ITIP). The Yolo 80 Managed Lane Project – Phase 1 is critical to the region as it covers the major east-west corridor in the western Sacramento Region and address bottlenecks along the Yolo Causeway and Interstate 80 and US 50 as commuters approach the City of Sacramento. This project allows Caltrans District 3 to continue its push to connect the managed lane network to major economic centers such as the Sacramento International Airport, Port of West Sacramento, downtown Sacramento, and critical freight facilities around the corridors.

Thank you for the opportunity to comment. As with our past correspondence regarding the ITPS, UC Davis continues to enthusiastically support the recommended improvements and strategies outlined and view them as highly beneficial to the Sacramento Region.

Sincerely,

Mabel Salon
Chief Government and Community Relations Office

California Department of Transportation

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49 | SACRAMENTO, CA 94273-0001
(916) 654-6130 | FAX (916) 653-5776 TTY 711
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October 1, 2021

Mr. Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street
Sacramento, CA 95814

Director Weiss:

Thank you for providing comments on behalf of the California Transportation Commission (CTC) for the Draft 2021 Interregional Transportation Strategic Plan (ITSP). The ITSP provides a policy framework to guide the California Department of Transportation (Caltrans) and partner agencies in developing comprehensive, multimodal corridor plans that lead to the development of transformative, innovative, and cost-effective projects. The draft 2021 ITSP aligns with the Climate Action Plan for Transportation Infrastructure (CAPTI), California Transportation Plan (CTP) 2050, Caltrans 2020 Freight Mobility Plan (2020 CFMP), and the 2018 Caltrans State Rail Plan. It also establishes criteria for prioritizing transportation investments that align with Statewide policy goals and safely move people and goods between regions.

Once Caltrans approves the 2021 ITSP on October 1, 2021, work will begin on a Strategic Interregional Corridor Needs Assessment Addendum (2022 ITSP Addendum) to the 2021 ITSP. The 2022 ITSP Addendum will be completed no later than December 31, 2022 pursuant to Section 34B of the adopted 2022 State Transportation Improvement Program (STIP) Guidelines. Many of the comments provided by the CTC will be addressed as part of this analysis.

Our responses to CTC comments are provided below:

Comment: Chapter 3–Strategic Interregional Corridor Summaries and Analysis should include a clear identification of transportation system needs (identified transportation deficiency or problem), such as: safety, multimodal travel choices, congestion relief, goods movement, ability to support evacuation, adaptation to climate change, maintenance and operations, for each strategic interregional corridor. This direction is consistent with requirements in the adopted 2022 STIP Guidelines (see Section 34B). The improvements and strategies that are included in Tables-13 should be clear solutions that resolve the individual needs of each corridor.

Mr. Mitch Weiss
October 1, 2021
Page 2

Response: The 2022 ITSP Addendum will include the requested analysis for each corridor.

Comment: How does the Plan consider transitions between interregional routes (e.g., system needs where interregional routes intersect)? Please articulate how these needs were analyzed in the existing plan or will be analyzed in future planning efforts.

Response: Analysis of interregional corridor intersections is conducted at the corridor level through comprehensive multimodal corridor planning.

Comment: The figures included in Appendix C are difficult to follow. We recommend Caltrans simplify these graphics and better articulate in the text what they represent. Additionally, to allow one to more easily compare the charts for the different corridors, the values of the vertical axes should be standardized.

Response: The Facility Profile charts in Appendix C are meant to provide examples of the analysis conducted to identify interregional facilities. The narrative introducing this section has been amended for clarity.

Comment: A Safe System Approach to roadway, active transportation, and transit facility safety is a critical component of analyzing system needs. In addition, other safety considerations such as the perceived safety of transit stations and the ability of users to safely transition between modes of travel should be considered as well.

Response: Caltrans agrees. These safety considerations were taken into account in the safety scoring criterion for the Interregional Transportation Improvement Program (ITIP).

Comment: Please articulate which specific strategic interregional corridors are new to the 2021 Plan.

Response: The plan does not include any new strategic interregional corridors. Four new priority interregional facilities were identified within the existing strategic interregional corridors: (1) Interstate 8, (2) Interstate 40, (3) US Highway 50, and (4) State Route 132.

Comment: Please include a statement to: 1) clearly acknowledge that within some corridors, prominent state highways such as the Interstate 710 and Interstate 405 routes are not considered as part of this plan due to specific statutory definitions of Priority Interregional Facilities and the Interregional Roadway System and 2) explain how routes that are not included in the document are considered in other planning and programming documents.

Mr. Mitch Weiss
October 1, 2021
Page 3

Response: A statement to acknowledge the importance of facilities that are not Priority Interregional Facilities was added to the Chapter 3 introduction.

Comment: Improvements and strategies for each strategic interregional corridor should be tailored to the needs of the corridor, specific, and innovative; however, many of the improvements and strategies in the draft Plan fall short of this threshold. As an example, listed strategies for the Southern California–Southern Nevada/Arizona Corridor are neither comprehensive nor transformative and do not provide long-term guidance for managing the state’s freight transportation system. Issues that should be considered in developing long-term solutions to Southern California’s supply chain challenges include: the establishment of truck-only lanes, the creation of an inland port, maximizing on-dock rail, balancing equipment access and needs (e.g., chassis and containers), developing Hyperloop for containers, use of advanced technology and efficiency algorithms, and better use of spoke and hub distribution infrastructure. We recommend revising the list of strategies to reflect some or all of these topics

Response: Detailed analysis of the freight strategies recommended for the Southern California-Nevada/Arizona Corridor has been or will be conducted at the corridor level through comprehensive multimodal corridor planning.

Comment: Executive Summary and Chapter 1–Given the national and statewide significance of port activity and freight movement in California, please emphasize in the Executive Summary that major seaports (Port of Hueneme, Port of Los Angeles, Port of Long Beach, and Port of San Diego) handle approximately 40 percent of the nation’s containerized international trade. The Plan should also support the California consensus principles around freight infrastructure priorities to ensure that critical interregional projects are competitive for federal funding.

Response: The narrative in the Executive Summary has been amended accordingly.

Comment: Existing statute, industry, and the Trade Corridor Enhancement Program guidelines acknowledge that improving freight throughput is a necessary and important component of improving freight. The Plan projects a 46 percent increase in daily truck trips and 72 percent increase in daily truck vehicle miles traveled by 2050 (referenced in Appendix C). In the “Improvements and Strategies” sections, the Plan should add that based on the specific needs of each facility, projects that meet growing throughput needs will be considered. The Plan should clearly address how the State will meet the system needs associated with current and projected freight demand.

The Plan should include more robust data showing freight origins, destinations, and flows. This information would help identify Strategic Interregional Corridor needs related to goods movement.

Mr. Mitch Weiss
October 1, 2021
Page 4

Response: The 2020 CFMP includes much of the freight data and analysis requested. Data specific to interregional corridors is analyzed and solutions identified at the corridor level through comprehensive multimodal corridor plans, along with considerations of impacts to environmental justice communities adjacent to freight corridors.

Comment: As currently written, the strategy "Expand Vehicle and Freight Truck Zero Emission Vehicle (ZEV) Charging Infrastructure" does not include hydrogen fueling infrastructure. We recommend Caltrans revise this strategy to read "Expand Vehicle and Freight Truck ZEV Charging and Fueling Infrastructure" and to be inclusive of both battery-electric and hydrogen fuel cell technologies throughout the document.

Response: This change has been made.

Comment: How can we ensure that, as we transition to ZEV, there is equitable access to charging and fueling infrastructure, and we do not overburden low-income populations, rural residents, and independent truck operators by requiring the purchase of more expensive vehicles?

While CTC is supportive of the State's transition to ZEV, that transition will occur over a period of time as vehicle technology continues to evolve. As was noted in the August 2021 Commission meeting presentation from Chris Shimoda, Vice-President of the California Trucking Association, the electric grid is currently not designed to provide the quantity of energy needed to power heavy-duty trucks, and companies are still developing the technology needed for most freight truck vehicle class models. The zero-emission models offered today are far more expensive, heavier (meaning less cargo can be moved), take longer to re-charge, and cannot travel as far as regular trucks in between refueling. Please include in the Plan a description of how improvements and strategies will support near-zero technologies as the State transitions to ZEV.

Response: The ITSP and ITIP Scoring Criteria reflect the state's commitment to transitioning to ZEV technologies, as identified in CAPTI and other statewide planning documents. Caltrans is supportive of the work by CARB, CEC, and CPUC to develop and implement the regulatory strategy to transition to zero-emission vehicles, and we are collaborating with those partners to implement charging and fueling infrastructure where strategic and feasible on the state system. Equity is a key consideration in that work.

Comment: We are concerned that economic benefit is underrepresented in the scoring criteria for ITIP. Improving economic development and goods movement is an objective of the Plan and a goal in CTP 2050. We recommend the addition of a

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scoring criterion that addresses economic benefit, such as the ability for an investment to create jobs, enhance access to jobs, and improve the movement of goods. The project evaluation criteria that were included in the 2015 Plan may serve as a useful starting point.

Response: A specific criterion addressing economic benefit has been added.

Comment: We encourage Caltrans to add or strengthen scoring criteria related to equity, consistent with the goals of the Plan and CTP 2050. In addition, we recommend the Plan explicitly reference its alignment with Caltrans' Equity Statement published December 10, 2020.

Response: The Caltrans Equity statement was added to the introduction. The criterion regarding equity has also been amended to reflect Caltrans' firm commitment to equity.

Comment: We recommend revising the scoring criterion related to evacuation to better capture how well an investment improves an emergency evacuation route, particularly for communities that have limited routes for egress. As written, this criterion focuses on the innovative and multimodal aspects of the proposed project, which are important but are recognized under other criteria. CTC proposes the following language for your consideration: "Does the project improve an emergency evacuation route consistent with related local, regional, State, or federal planning efforts?" It is especially important to center evacuation in this criterion given the immense evacuation needs the State currently faces with wildfires.

Response: The evacuation scoring criterion has been revised in partnership with the state's rural counties.

Comment: For the criterion on Vehicle Miles Traveled (VMT) reduction, why not quantify thresholds for VMT reduction for the purpose of assigning points? VMT benefits are quantifiable, and points should be awarded based on less ambiguous scoring criteria.

Response: The final scoring criteria ranges do not include specific VMT thresholds for each score. Leaving the range more general allows geographic diversity and scale considerations in applying this scoring criterion to projects.

Comment: Please ensure that scoring criteria consider the geographic diversity of California to allow interregional projects in both urban and rural areas to successfully compete for ITIP funding consistent with Streets and Highways Code Section 164(a).

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Response: The geographic diversity of California is considered in the application of all scoring criteria.

Comment: Please ensure that all scoring criteria is given equal weight. Additionally, Caltrans should test the proposed criteria on existing programmed projects to determine if the scoring system provides reasonable results.

Response: All scoring criteria are weighted equally.

Again, thank you for the valuable input on the Draft 2021 ITSP. Caltrans looks forward to continued collaboration with the CTC. If you have any questions, please contact Kathleen Hanley, the ITSP Program Manager, at (916) 917-3108 or kathleen.hanley@dot.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "T. Omishakin". The signature is stylized and cursive.

TOKS OMISHAKIN
Director