Interregional Transportation Strategic Plan 2021

Caltrans

Division of Transportation Planning
October 2021

ACCESSIBILITY ASSISTANCE

Caltrans makes every attempt to ensure our documents are accessible. Due to variances between assistive technologies, there may be portions of this document which are not accessible. Where documents cannot be made accessible, we are committed to providing alternative access to the content. Should you need additional assistance, please contact us at itsp@dot.ca.gov or visit https://dot.ca.gov/request-ada-compliant-documents.

For individuals with disabilities, this document is available in Braille, large print, audiocassette, or computer disc. It is also available in alternative languages. To obtain a copy in one of these formats, please email us at legaffairs@dot.ca.gov or call (916) 654-2397, TTY: 711.

The Plan is also available online at https://dot.ca.gov/programs/legislative-affairs/reports.

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
www.dot.ca.gov

October 4, 2021

Dear Fellow Californians:

On behalf of the California Department of Transportation (Caltrans), I am pleased to present the 2021 Interregional Transportation Strategic Plan (ITSP). The ITSP is a Statewide plan that guides investment along California's 11 strategic interregional corridors. The ITSP provides a policy framework to guide Caltrans and partner agencies in developing comprehensive, multimodal corridor plans; and transformative, innovative, and cost-effective projects. The ITSP also provides policy direction for the development of the Interregional Transportation Improvement Program. The 2021 ITSP was updated to align with the Climate Action Plan for Transportation Infrastructure, California Transportation Plan 2050, Caltrans 2020 Freight Mobility Plan, and the 2018 Caltrans State Rail Plan.

California's transportation system connects nearly 40 million residents to jobs, housing, services, recreation, and facilitates trade within the State and with the rest of the nation and the world. Transportation plays a central role in connecting people to economic opportunities that can have implications on cost of living, environmental quality, health, and quality of life. Freight is a major element of the interregional system and key to California's economy. Ports of entry, highways, and railways connect to a national and international freight network that is vital for ensuring the supply chain of goods and services. California's $3.1 trillion economy drives the rest of the nation and the world as a leader in agriculture, tourism, technology, education, forestry, professional sports, and freight through air, sea, and land ports. California's transportation network requires a variety of transportation facilities to connect California's regions to each other, other states, and the world. The 2021 ITSP vision is to create a safe, resilient, accessible, and sustainable multimodal interregional transportation network that equitably supports healthy, diverse communities, and strengthens California's vibrant economy.

I would like to thank the local, regional, State, and federal partners, tribal governments, members of the public, stakeholders, and advocates for their valuable input on the ITSP. If you have any questions, please contact Jeanie Ward-Waller, Caltrans Deputy Director, Planning and Modal Programs, at (916) 654-5368 or by email sent to jeanie.ward-waller@dot.ca.gov.

Sincerely,

TOKS OMISHAKIN
Director

Gavin C Newsom

Governor

State of California

David S Kim

Secretary

California State Transportation Agency

Toks Omishakin

Director

California Department of Transportation

Mike Keever

Chief Deputy Director

California Department of Transportation

ACKNOWLEDGEMENTS

This document would not have been possible without the contributions of many people, past and present, from department staff and managers, and partner agencies, to California tribal governments, key stakeholders, advocacy organizations, and the public at large. In particular, the following are acknowledged for their significant contributions and dedication to completion of this effort, for which we are supremely grateful.

Executive Management

- Jeanie Ward-Waller, Deputy Director, Planning and Modal Programs
- Steven Keck, Deputy Director, Finance
- Cory Binns, Deputy Director, Traffic Operations and Maintenance
- Ellen Greenberg, Deputy Director, Sustainability
- Marlon Flournoy, Division Chief, Transportation Planning
- Kyle Gradinger, Division Chief, Rail and Mass Transportation
- James Anderson, Division Chief, Financial Programming

Caltrans Project Team

- Frances Dea-Sanchez
- Kathleen Hanley
- Jason Finley
- Kathryn Canepa
- Patrick Tyner
- Russ Walker
- Joshua Pulverman
- Andrew Cook
- Jeff Morneau
- Vishal Ream-Rao
- Janette Ramirez
- Tony Dang
- Rambabu Bavrisetty
- Surjit Dhillon
- Scott Sauer
- Nieves Castro

Caltrans Districts

Staff from all twelve districts provided considerable input and assistance in the development of the ITSP.

Table of Contents

List of Figures

List of Tables

Executive Summary

California is the most populous state in the nation and the third largest in terms of size, drawing people from all over the world. The state covers over 160,000 square miles of distinctive landscapes and diverse communities ranging from urban, rural, coastal, mountain, agricultural, and tribal lands. These communities have their own unique transportation needs and challenges. With 47 percent of the nation's containerized international trade travelling through California's seaports, facilitating the movement of goods remains critical to supporting the state and national economies. Ensuring safe, equitable, and efficient connections between geographic regions, communities, and attractions is a priority of the Interregional Transportation Strategic Plan (ITSP).

The ITSP provides an interregional travel policy framework related to guiding Caltrans and partner agencies during the development of comprehensive, multimodal corridor plans that lead to the identification of transformative, innovative, and cost-effective projects. The ITSP aligns with the Climate Action Plan for Transportation Infrastructure (CAPTI), California Transportation Plan 2050 (CTP 2050), Caltrans Freight Mobility Plan (CFMP), and the Caltrans State Rail Plan (CSRP). It also establishes criteria for prioritizing transportation investments that safely move people and goods between regions.

In this plan, eight distinct and unique regions in California have been identified based on a variety of factors including geographic features, location, local economies, specific attractions, and regional industries – Southern California, Central Coast, Central Valley, Eastern California, San Francisco Bay Area, Sacramento Area, North Coast, and North State (Figure 2). Eleven major connections linking these regions were identified as strategic interregional corridors (Figure 3) which are the major interregional travel patterns. The key rail and highway facilities supporting travel between regions within these corridors were identified as priority interregional facilities (Figure 4). General improvements and strategies are identified for each priority interregional facility to be addressed through district and local corridor planning efforts.

The ITSP not only provides direction to programs, districts, and partner agencies on the policies and strategies that should be considered when identifying improvements for the interregional transportation system, but also provides policy direction for the development of the Interregional Transportation Improvement Program (ITIP) through the ITIP Scoring Criteria (Attachment A).

Chapter 1 – Introduction

The Interregional Transportation Strategic Plan (ITSP) provides a policy framework to guide Caltrans and partner agencies in developing comprehensive, multimodal Corridor Plans that lead to the development of transformative, innovative, and cost-effective projects. The ITSP aligns with the Climate Action Plan for Transportation Infrastructure (CAPTI), California Transportation Plan 2050 (CTP 2050), Caltrans Freight Mobility Plan (CFMP), and the Caltrans State Rail Plan (CSRP). It also establishes criteria for prioritizing transportation investments that safely move people and goods between regions.

The ITSP provides direction to programs, districts, and partner agencies on the policies and strategies that should be considered when assessing the interregional transportation system and identifying improvements. The ITSP also provides policy direction for the development of the Interregional Transportation Improvement Program (ITIP).

The ITSP is updated every five years, following the completion of the CTP. The 2015 ITSP was required by California Government Code 14524.4 to be "action oriented and pragmatic, considering both the short-term and long-term future, and shall present clear, concise policy guidance to the department for managing the state's transportation system" and be "consistent with the California Transportation Plan as updated pursuant to Section 65071." This plan continues to follow these requirements.

California Overview

California is the most populous state in the nation and the third largest in terms of size, drawing people from all over the world. The state covers more than 160,000 square miles of distinctive landscapes and diverse communities with unique transportation needs and challenges, ranging from urban, rural, coastal, mountain, agricultural, and tribal lands. Ensuring safe, equitable, and efficient connections between geographic regions, communities, and attractions is a priority of the ITSP.

The greater Los Angeles and San Francisco Bay Area regions are currently home to nearly half of California's population. However, inland areas such as the Sacramento region, Central Valley, and Inland Empire have been experiencing population growth at faster rates than other areas of the state. By 2050, California is estimated to grow by nearly five million new residents to over 44 million people. Approximately a quarter of the population will be over 65, and the state will become more racially and ethnically diverse. Population changes throughout California will impact where people live, how they travel, and the transportation options they require to meet evolving needs. These changes are among those that will influence the demands on the interregional transportation network.

California's transportation system connects nearly 40 million residents to jobs, housing, services, recreation, and facilitates trade within the state and with the rest of the nation and the world. Transportation plays a central role in connecting people to economic

opportunities that can have implications on cost of living, environmental quality, health, and quality of life.

The transportation system also contributes the greatest share of climate-changing greenhouse gas (GHG) emissions, while also playing a vital role in climate resilience (e.g. by providing efficient evacuation routes in response to wildfires and other natural disasters). Many interregional routes are already seeing climate change-related impacts. Therefore, the ITSP promotes strategies to meet the state's climate adaptation, GHG emissions, and vehicle miles traveled (VMT) reduction goals.

The recently finalized CTP 2050 presents a vision of a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health. The CTP 2050 is a roadmap for achieving this vision through people-focused policies, strategies, and investments that will improve the lives of all Californians.

Freight is a major element of the interregional system and key to California's economy. Ports of entry, highways, and railways connect to a national and international freight network that is vital for ensuring the supply chain of goods and services. California's $3.1 trillion economy drives the rest of the nation and the world as a leader in agriculture, tourism, technology, education, forestry, professional sports, and freight through air, sea, and land ports. In 2019, prior to the COVID pandemic, California's export trade totaled $173.3 billion and the import trade totaled $408.1 billion.

Freight brings significant benefits to California's communities and regions but also comes with substantial costs including increased emissions, noise, energy consumption, degradation of State Highway System assets, and ecological degradation. In 2015, truck travel accounted for less than one percent of total trips, but six percent of statewide VMT—and a proportionally higher share of emissions. Fuels used by aircrafts, heavy-duty trucks, and ocean-going vessels produce much higher emissions than unleaded fuel. Pollution attributed to freight-related sources are linked to numerous health and environmental problems, which are elevated in low-income communities and communities of color. Reducing non-exhaust particulate matter such as brake, tire, and road wear and dust, are also crucial to reducing environmental impacts of the freight sector. Recently there have been efforts to explore mode-switch opportunities, such as moving cargo from trucks traveling on highways to more sustainable modes like trains or barges on marine highways.

Interregional Transportation System

California's transportation network requires a variety of transportation facilities to connect California's regions to each other, other states, and the world. Interregional travel is the focus of the ITSP and is defined as:

> Long distance trips that facilitate the movement of people and goods between two or more regions.

Most interregional movement takes place on rail corridors or freeways and highways. Active transportation modes, such as bicycling and walking, along with local and regional rail transit, are significant elements of California's transportation network that feed into the interregional system. Supporting active transportation and local transit can improve first and last mile connections to regional intercity and high-speed rail, leading to increased multimodal interregional options.

The interregional transportation system in California includes, but is not limited to:

- California High-Speed Rail (in development)
- State-supported intercity passenger rail services from Roseville to San Jose, Oakland/ Sacramento to Bakersfield/Southern California, and San Luis Obispo to San Diego
- Amtrak "National Network" long-distance intercity passenger rail from Seattle to Los Angeles, Chicago to Emeryville, Chicago to Los Angeles, and New Orleans to Los Angeles
- Freight Rail
- State Highways, Interstates, and US routes
- Surface Transportation Assistance Act (STAA) Routes
- Intercity bus network
- Airports
- Interregional bicycle routes and multi-use trails
- Zero emission vehicle (ZEV) charging and fueling infrastructure
- Broadband interconnectivity and integration of communications infrastructure
- Managed lanes to maximize people and goods movement

Implementation

As a large state with extensive interregional travel for residents and visitors, California must be thoughtful in allocating the limited ITIP funding available for interregional improvements. The ITSP establishes policies and direction related to interregional travel which will be used to assess projects identified for ITIP funding. Districts and partner agencies should use these policies to guide the corridor planning process and to identify projects that will address interregional transportation needs. Projects that previously received ITIP funding will continue to be a priority for completion, but new improvements should be identified to meet the goals and policies from this plan along with CAPTI, CTP 2050, CSRP, and CFMP.

Chapter 2 – Interregional Transportation Vision

This plan implements statewide policies related to the interregional transportation system, which includes CAPTI, CTP 2050, and other modal plans. The following policies were considered during the development of improvements and strategies in the strategic interregional corridor summaries in Chapter 3 and the ITIP scoring criteria in Appendix A.

The ITSP vision, consistent with the CTP 2050 is to create:

> A safe, resilient, accessible, and sustainable multimodal interregional transportation network that equitably supports healthy, diverse communities, and strengthens California's vibrant economy.

The ITSP is also aligned with the CAPTI, a policy document that details how the state recommends investing discretionary transportation dollars to combat and adapt to climate change while supporting public health, safety, and equity. CAPTI builds on executive orders signed by Governor Gavin Newsom in 2019 and 2020 targeted at reducing GHG emissions from transportation. Funding programs should collectively focus on prioritizing projects that align with the following guiding principles, as applicable within their existing structure.

- Building toward an integrated, statewide, zero-emission rail and transit network, centered around the existing California State Rail Plan that leverages the California Integrated Travel Project to provide seamless, affordable, multimodal travel options in all context, including suburban and rural settings, to all users.
- Investing in networks of safe and accessible bicycle and pedestrian infrastructure, particularly by closing gaps on portions of the State Highway System that intersect local active transportation and transit networks or serve as small town or rural main streets, with a focus on investments in low-income and disadvantaged communities throughout the state.
- Including investments in light, medium, and heavy-duty ZEV infrastructure as part of larger transportation projects. Support the innovation in and development of the ZEV market and help ensure ZEVs are accessible to all, particularly to those in more rural or remote communities.
- Strengthening our commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits in urban and rural regions to disproportionately impacted disadvantaged communities, low-income communities, and Black, Indigenous, and People of Color (BIPOC) communities, and involve these communities early in decision-making. Investments should also avoid placing new or exacerbating existing burdens on these communities, even if unintentional.
- Making safety improvements to reduce fatalities and severe injuries of all users towards zero on our roadways, railways and transit systems by focusing on context-appropriate speeds, prioritizing vulnerable user safety to support mode

shift, designing roadways to accommodate for potential human error and injury tolerances, and ultimately implementing a safe systems approach.

- Assessing physical climate risk as standard practice for transportation infrastructure projects to enable informed decision-making, especially in communities that are most vulnerable to climate-related health and safety risks.
- Promoting projects that do not significantly increase passenger vehicle travel, particularly in congested urbanized settings where other mobility options can be provided and where projects are shown to induce significant auto travel. These projects should generally aim to reduce VMT and not induce significant VMT growth. When addressing congestion, consider alternatives to highway capacity expansion, such as providing multimodal options in the corridor, employing pricing strategies, and using bus priority lanes and technology to reduce travel times and optimize operations.
- Promoting compact infill development while protecting residents and businesses from displacement by funding transportation projects that support housing for low-income residents near job centers, provide walkable communities, and address affordability to reduce the housing-transportation cost burden and auto trips.
- Developing a zero-emission freight transportation system that avoids and mitigates current and future environmental justice impacts, reduces criteria and toxic air pollutants, improves freight's economic competitiveness and efficiency, and integrates multimodal design and planning into infrastructure development on freight corridors.
- Protecting natural and working lands from conversion to more intensified uses and enhancing biodiversity by supporting local and regional conservation planning that focuses development where it already exists and align transportation investments with conservation priorities to reduce transportation's impact on the natural environment.

The CAPTI contains two strategies that directly impact the ITSP and the ITIP:

S1.3 Fast Track New CAPTI-Aligned Projects in Early Planning Phases by Adding Them to the Interregional Transportation Improvement Program (ITIP) - To foster and develop a strong pipeline of innovative sustainable transportation solutions, Caltrans will fast track the development of new ITIP projects in early planning phases that are in alignment with the Investment Framework, the revised Interregional Transportation Strategic Plan (ITSP), and supported by the revised Caltrans corridor planning process and Regions Rise Together effort. The expedited project development process will be completed in collaboration with local and regional partners and be in addition to existing ITIP commitments. These projects will be prioritized for a portion of new and future funding capacity in the ITIP when such funds are available while balancing the need to complete currently programmed ITIP projects.

S4.2 Align Interregional Transportation Strategic Plan 2021 (ITSP) with CAPTI Investment Framework - Caltrans will update the 2021 ITSP to fit within the CAPTI Investment Framework with a continued focus on investing in rural, smaller, or under-resourced communities throughout the state. The 2021 ITSP will more clearly emphasize multimodal corridor planning and prioritize sustainable transportation solutions

In addition to aligning with CAPTI, the 2021 ITSP reflects the CTP 2050's eight goals as shown in the following graphic. Other policies that impact the interregional system are identified in Appendix B.

Table 1: CTP 2050/2021 ITSP Goals and Objectives

CTP 2050/ 2021 ITSP Goals	ITSP Objectives
Safety	Eliminate fatalities and serious injuries and improve emergency preparedness, response, and recovery on the interregional transportation system
Climate	Mitigate climate change impacts and Increase climate resiliency
Equity	Improve access to a range of high-quality, safe, and affordable mobility options while mitigating negative transportation impacts within current and historically disadvantaged communities, and improve interregional transportation-related economic, environmental, and public health outcomes

CTP 2050/ 2021 ITSP Goals	ITSP Objectives
Quality of Life and Public Health	Improve transportation-related public health outcomes and support enjoyable interregional trip experiences and vibrant public spaces
Accessibility	Increase high-quality, all-day affordable multimodal access to interregional destinations and provide integrated and seamless interregional travel connections
Economy	Facilitate efficient, reliable, and sustainable goods movement that also reduces health impacts on environmental justice communities and supports diverse, equitable and sustained economic development through interregional transportation
Environment	Improve air quality, minimize pollutants, protect, and enhance California's natural resources and ecosystems
Infrastructure	Preserve and improve interregional multimodal transportation assets to a state of good repair

The ITSP is also aligned with Caltrans' Equity Statement, which acknowledges that communities of color and underserved communities experience fewer benefits and a greater share of negative impacts associated with the state's transportation system.

> ***Caltrans Equity Statement***
>
> *We will achieve equity when everyone has access to what they need to thrive — starting with our most vulnerable — no matter their race, socioeconomic status, identity, where they live, or how they travel. To create a brighter future for all Californians, Caltrans will implement concrete actions as outlined in our Race & Equity Action Plan, regularly update our Action Plan, and establish clear metrics for accountability in order to achieve the following commitments:*
>
> ***People** - We will create a workforce at all levels that is representative of the communities we serve by improving our recruitment, hiring, contracting, and leadership development policies and practices.*
>
> ***Programs & Projects** - We will meaningfully engage communities most impacted by structural racism in the creation and implementation of the programs and projects that impact their daily lives by creating more transparent, inclusive, and ongoing consultation and collaboration processes. We will achieve our equity commitments through an engagement process where everyone is treated with dignity and justice. We will reform our programs, policies, and procedures based on this engagement to avoid harm to frontline and vulnerable communities. We will prioritize projects that improve access for and provide meaningful benefits to underserved communities.*
>
> ***Partnerships** - By leveraging our transportation investments, we also commit to increasing pathways to opportunity for minority-owned and disadvantaged business enterprises, and for individuals who face systemic barriers to employment.*
>
> ***Planet** - We commit to combating the climate crisis and its disproportionate impact on frontline and vulnerable communities — such as Black and Indigenous peoples, communities of color, the people experiencing homelessness, people with disabilities, and youth. We will change how we plan, design, build, and maintain our transportation investments to create a more resilient system that more equitably distributes the benefits and burdens to the current and future generations of Californians.*

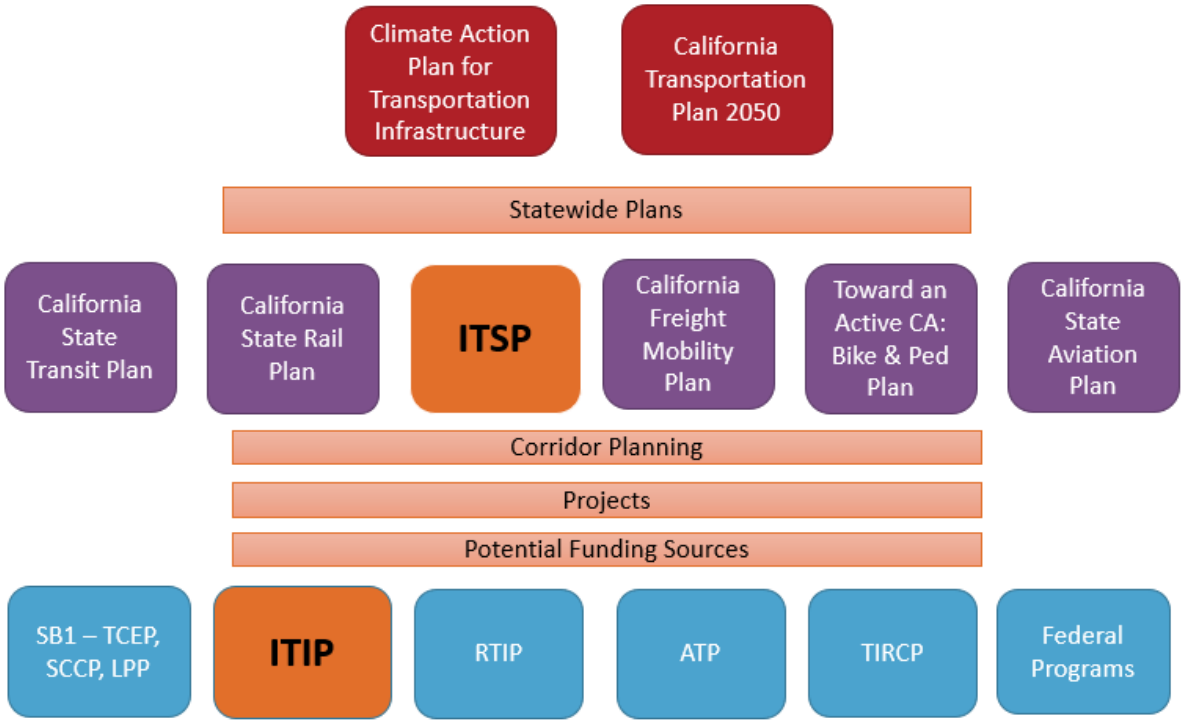
The ITSP also reflects Regions Rise Together, an important policy priority for the Governor. Regions Rise Together is a high road vision for inclusive and sustainable economic development throughout California's diverse and interconnected regions, which should be considered during the analysis of interregional transportation systems and the identification of improvements.

Coordination with Other Plans and Programs

The ITSP is one of six Caltrans modal plans that implement the Climate Action Plan for Transportation Infrastructure (CAPTI) and the CTP 2050. The CTP 2050 provides the policy framework to meet our future mobility needs and meet the state's ambitious air quality and climate change goals. It defines performance-based policies and strategies to achieve our collective vision for an integrated, and sustainable multimodal transportation network that improves mobility and enhances quality of life. The ITSP incorporates goals and strategies articulated in the California Freight Mobility Plan (CFMP) and the California State Rail Plan (CSRP).

Figure 1 below highlights the two statewide plans and six Caltrans modal plans and the key state and federal funding programs: Trade Corridor Enhancement Program (TCEP), Solutions for Congested Corridors Program (SCCP), Local Partnership Program (LPP), ITIP, Regional Transportation Improvement Program (RTIP), Active Transportation Program (ATP), and Transit and Intercity Rail Capital Program (TIRCP), as well as federal programs such as Infrastructure for Rebuilding America (INFRA), and Rebuilding American Infrastructure with Sustainability and Equity (RAISE). These funding programs provide opportunity to advance projects identified in corridor and transportation plans that will bring the State's CAPTI and CTP 2050 vision to fruition. The ITSP and ITIP are highlighted below in orange boxes because the ITSP was initially created to provide guidance for the development of the ITIP.

Figure 1: Caltrans Modal Plans



Chapter 3 – Strategic Interregional Corridor Summaries and Analysis

California is comprised of eight distinct and unique regions based on a variety of factors including geographic features, location, local economies, specific attractions, and regional industries. The regions are – Southern California, Central Coast, Central Valley, Eastern California, San Francisco Bay Area, Sacramento Valley, North Coast, and North State (Figure 2). The California interregional transportation system focuses on the links between these different regions within the state.

The ITSP identifies eleven major connections linking the regions, which are called strategic interregional corridors (Figure 3). These connections are the major interregional travel patterns between the different regions, communities, and destinations. Analysis of each corridor was conducted to assess system needs and priorities (Appendix C). The ITSP also identifies key rail and highway facilities along these corridors that are the most important for interregional travel, which are called priority interregional facilities (Figure 4). The priority interregional facilities from the 2015 ITSP were analyzed using the California Statewide Travel Demand Model and other freight, rail, and operational data to ensure they are still key facilities. The 2021 ITSP adds a few additional routes because they have interregional importance, are key facilities linking regions or other states, and are significant interregional freight facilities. Intraregional interstates and highways, while important to the state's transportation network, are not considered priority interregional facilities.

The Interregional Road System (IRRS) is a series of interregional state highway routes, outside the urbanized areas, that provides access to, and links between, the state's economic centers, major recreational areas, and urban and rural regions. The IRRS is made up of 93 highways identified in Streets and Highway Code Sections 164.1 to 164.2 (Figure 5 and Appendix D) that provide connectivity between California's regions.

A core purpose of the ITSP is to define prioritization for interregional corridor improvement needs, and specifically for the ITIP, to ensure limited transportation funding is allocated in a manner that aligns with and advance California statewide goals and policies (Appendix E).

Figure 2: Interregional Transportation Strategic Plan – Regions Map

Figure 3: Interregional Transportation Strategic Plan - Strategic Interregional Corridors

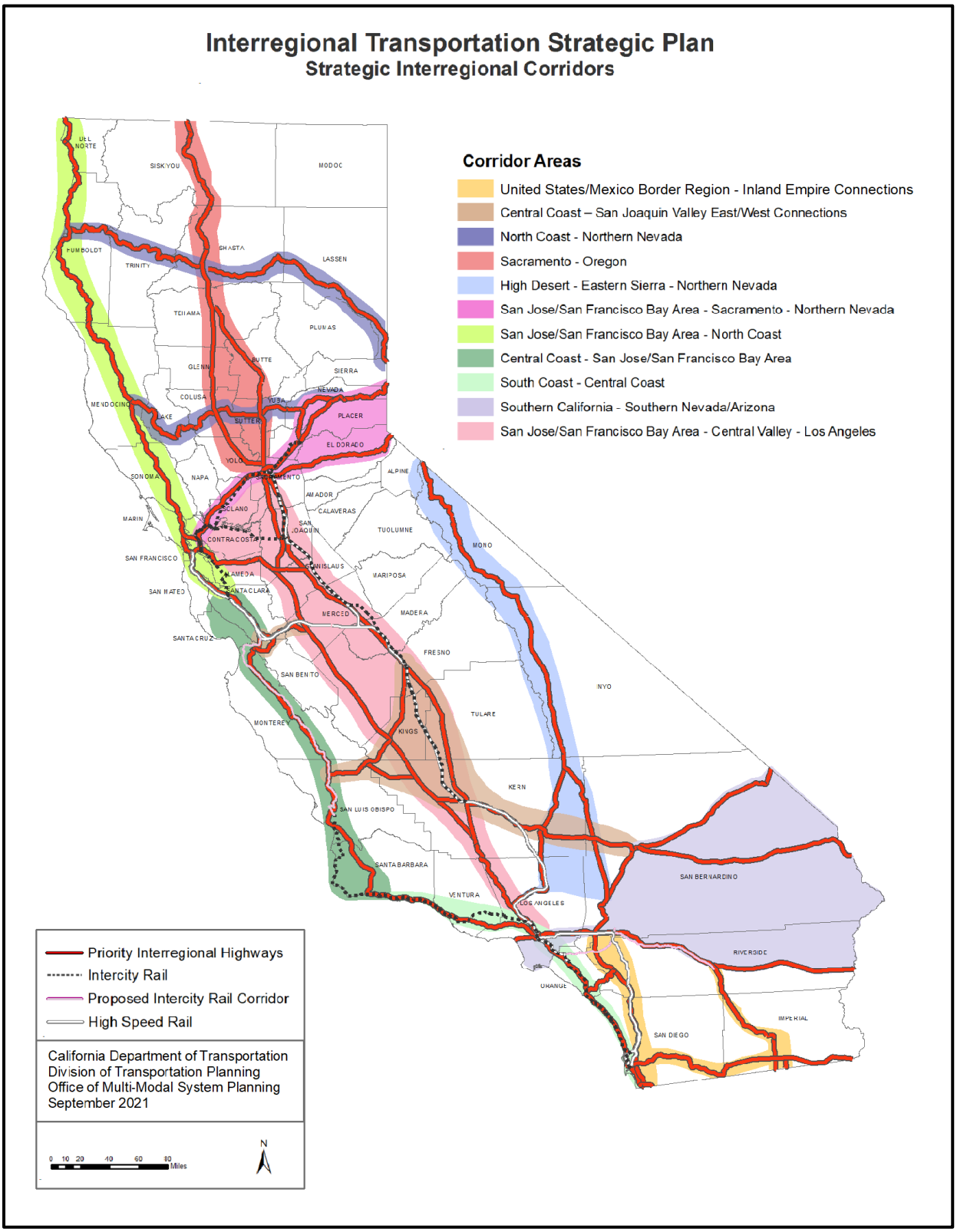


Figure 4: Interregional Transportation Strategic Plan – Priority Interregional Facilities

Figure 5: Interregional Road System.

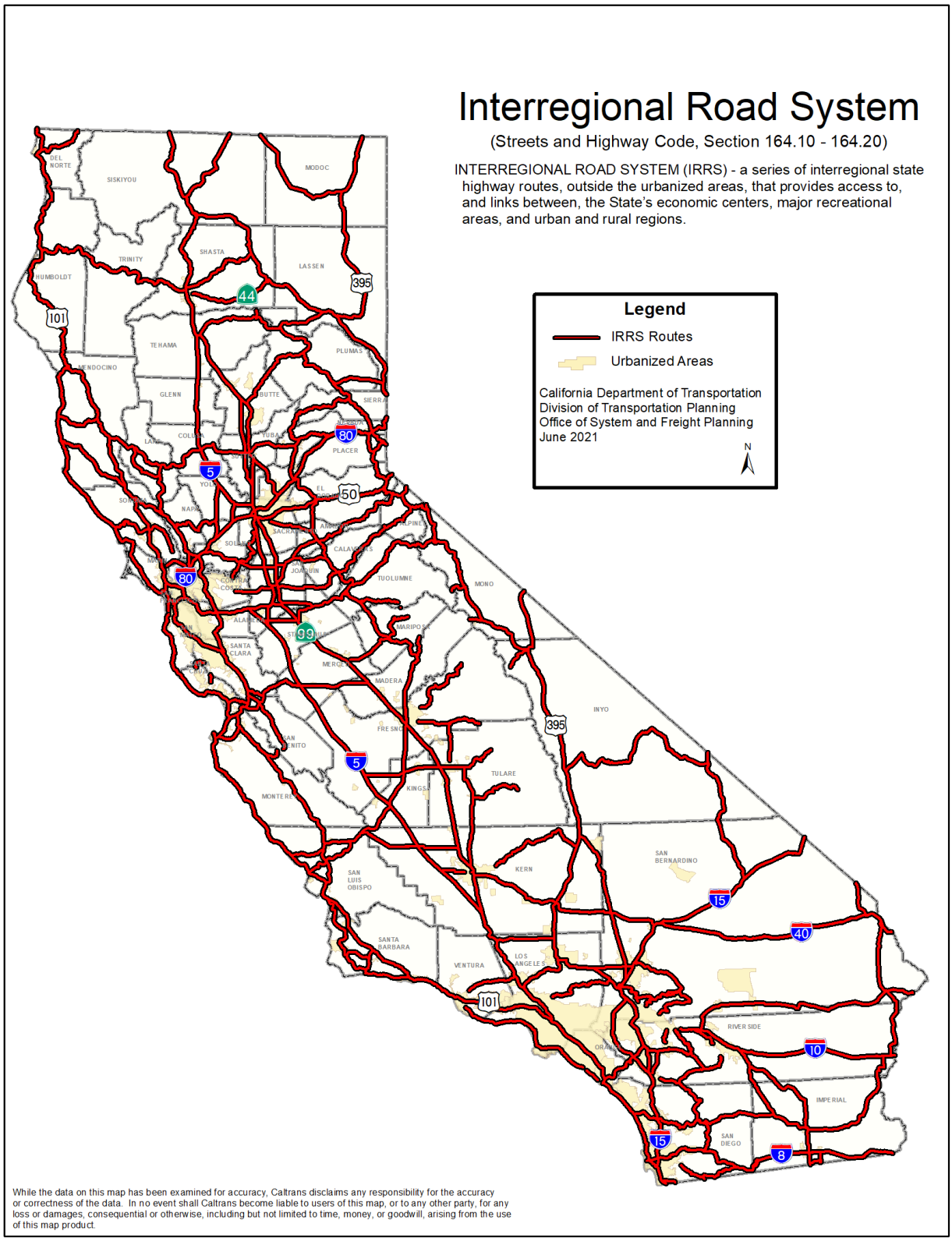


Table 2: Strategic Interregional Corridors

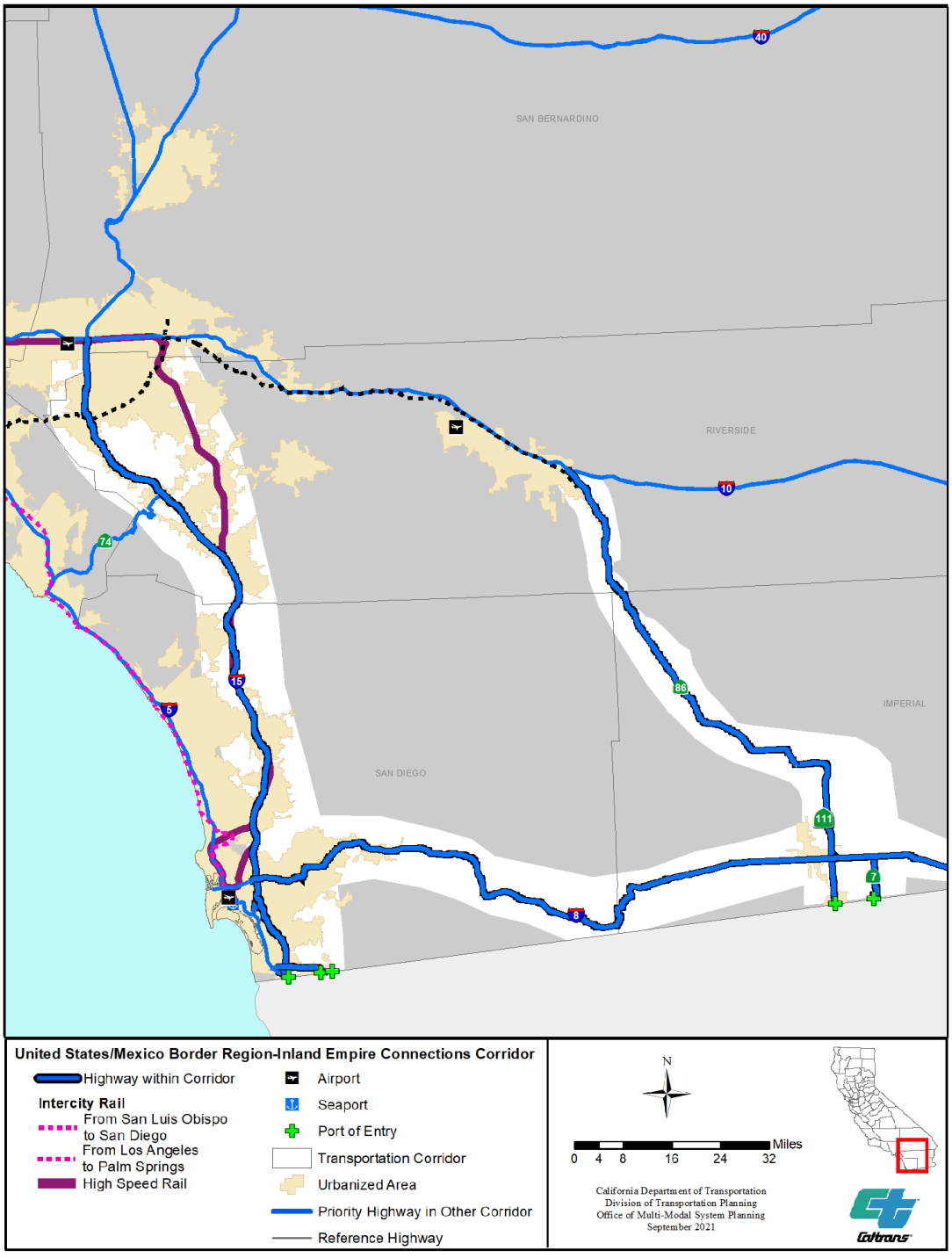
Strategic Interregional Corridors	
NORTH-SOUTH CORRIDORS	
	United States/Mexico Border Region – Inland Empire Connections
	South Coast – Central Coast
	Central Coast – San Jose/San Francisco Bay Area
	San Jose/San Francisco Bay Area – North Coast
	San Jose/San Francisco Bay Area – Central Valley – Los Angeles
	Sacramento Valley – Oregon
	High Desert – Eastern Sierra – Northern Nevada
EAST-WEST CORRIDORS	
	Southern California – Southern Nevada/Arizona
	Central Coast and San Joaquin Valley East-West Connections
	San Jose/San Francisco Bay Area – Sacramento – Northern Nevada
	North Coast – Northern Nevada Connections

The 11 strategic interregional corridors (above) are separated into two directional categories: north-south corridors and east-west corridors. For each strategic interregional corridor, summaries were developed that include:

- Corridor map
- Corridor description
- Priority interregional facilities
- Potential improvements and strategies

The summaries are high-level overviews that do not include projects. The projects are developed by districts in collaboration with partner agencies through the development of District System Management Plans, corridor plans, and other planning documents. The projects should be consistent with the CSRP or the CFMP. Districts will utilize the policies and strategies outlined in this Interregional Transportation Strategic Plan during the assessment of their corridors and to identify projects.

Figure 6: United States/Mexico Border Region - Inland Empire Connections Corridor Map



United States/Mexico Border Region – Inland Empire Connections Corridor Overview

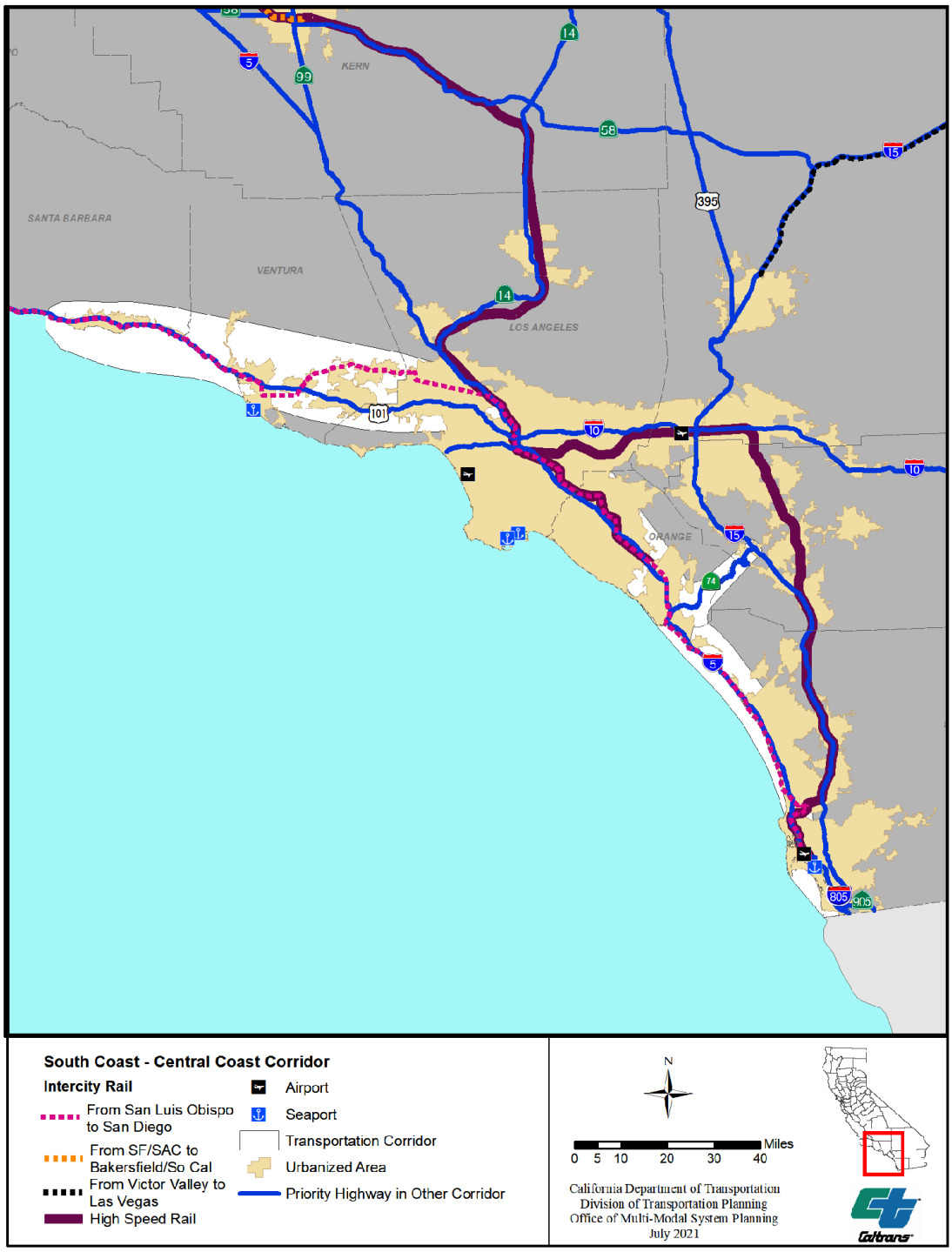
Interstate 15 (I-15) and State Route 86 (SR 86) are the main links between Mexico and the southernmost counties in California (Figure 6). This strategic interregional corridor accommodates the flow of goods and people moving between the United States and Mexico. Although shorter in length than other interregional corridors, these routes are critical as the largest direct international connections in the state.

The corridor is a hub for manufacturing and international trade and provides access to major warehouse clusters in Riverside and San Bernardino Counties via SR 60 and I-10, intermodal facilities, and the second-largest air freight hub in Southern California at Ontario International Airport. The corridor also includes seven land ports of entry which serve more than 154 million people and represent over $75 billion dollars in cross-border trade annually. In addition, the corridor contains the Port of San Diego's maritime facilities include two cargo terminals. In 2017, the two terminals handled about 1.5 million short tons of cargo. San Diego serves one of the largest U.S. Navy fleets and is home to the only major shipyard on the West Coast of the BNSF Railway and Union Pacific Railroad (UPRR), two Class I railroads that operate in the corridor. BNSF serves the Port of San Diego by providing primarily automobile rail service north and south along the coast, interfacing in Los Angeles with a primary California freight rail corridor for BNSF – the Transcontinental (Transcon) Route – eastward to Chicago, Memphis, and Kansas City. UPRR serves the Imperial Valley near Plaster City, moving commodity, bulk, and mixed cargo eastward to Salt Lake City, Dallas, and Chicago. Most freight in the Border Corridor travels by truck and includes the critical highways of I-8, I-15, SR 905, SR 7, SR 78, SR 86, and SR 111.

Table 3: United States/Mexico Border Region – Inland Empire Connections Corridor Priority Interregional Facility Improvements and Strategies

Priority Interregional Facilities	Improvements and Strategies
I-8, I-15, SR 905, SR 7, SR 78, SR 86, and SR 111	Balance Local Community and Interregional Travel Needs Expand Express Bus Service Consistent with the California Intercity Bus Study Expand Truck Parking Expand Vehicle and Freight Truck ZEV Charging and Fueling Infrastructure Implement Advanced Technology Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair Implement Managed Lanes to Maximize People Movement Improve Safety Increase Connectivity and Accessibility to Modal Options Support Freight Alternatives to Trucks to Decrease VMT
California High-Speed Rail	High-Speed Rail System Development Consistent with the California State Rail Plan
Intercity Passenger Rail from San Luis Obispo to San Diego	Improve Integration Between Regional, Intercity and High-Speed Rail Systems to Create a Comprehensive Rail Network in the Corridor. Increase Intercity Passenger Rail Service Frequency, Including New Rail Extensions to the Mexico Border, Consistent with the CSRP

Figure 7: South Coast - Central Coast Corridor Map



South Coast–Central Coast Corridor Overview

The corridor runs north to south beginning in Santa Barbara County and traveling through Ventura, Los Angeles, and Orange counties, terminating at the US-Mexico border in San Diego County (Figure 7). The corridor is bordered by the Pacific Coast to the west and the Traverse and Peninsular mountain ranges as well as the San Joaquin Valley to the east. The corridor is characterized by rural landscapes and agricultural production in the north, with most of the corridor in the south comprised of dense urbanized areas from Los Angeles to San Diego.

Within the corridor I-5, US 101 and SR 74 are key interregional highway facilities. Intercity passenger rail service by the Pacific Surfliner runs from San Luis Obispo, through Los Angeles, to San Diego. Amtrak Thruway Bus Service connects train passengers to the Coachella Valley, Central Coast, and the San Francisco Bay Area. The Amtrak Coast Starlight links Los Angeles to San Luis Obispo, continuing north to the San Francisco Bay Area and Seattle. UPRR and BNSF have freight rail lines in the corridor. Significant trade corridor rail investments are underway to increase daytime freight service to the Port of San Diego, while also improving passenger rail reliability and connectivity between Los Angeles and San Diego. Coastline degradation and flooding impacts the railroad throughout the corridor, including along the Del Mar Bluffs. Corridor stabilization efforts and adaptation planning, including potential re-routing of the corridor, is a significant consideration in this corridor. The major seaports in the corridor (Port of Hueneme, Port of Los Angeles (POLA), Port of Long Beach (POLB), and Port of San Diego handle approximately 40 percent of the nation's containerized international trade (with most coming from POLA and POLB). Negative impacts to local communities near these ports and along freeways should be considered during the corridor planning process. Commercial airports along the corridor include Santa Barbara Airport, Los Angeles International Airport, Bob Hope Burbank Airport, Long Beach Airport, Ontario International Airport, John Wayne Orange County Airport, and San Diego International Airport.

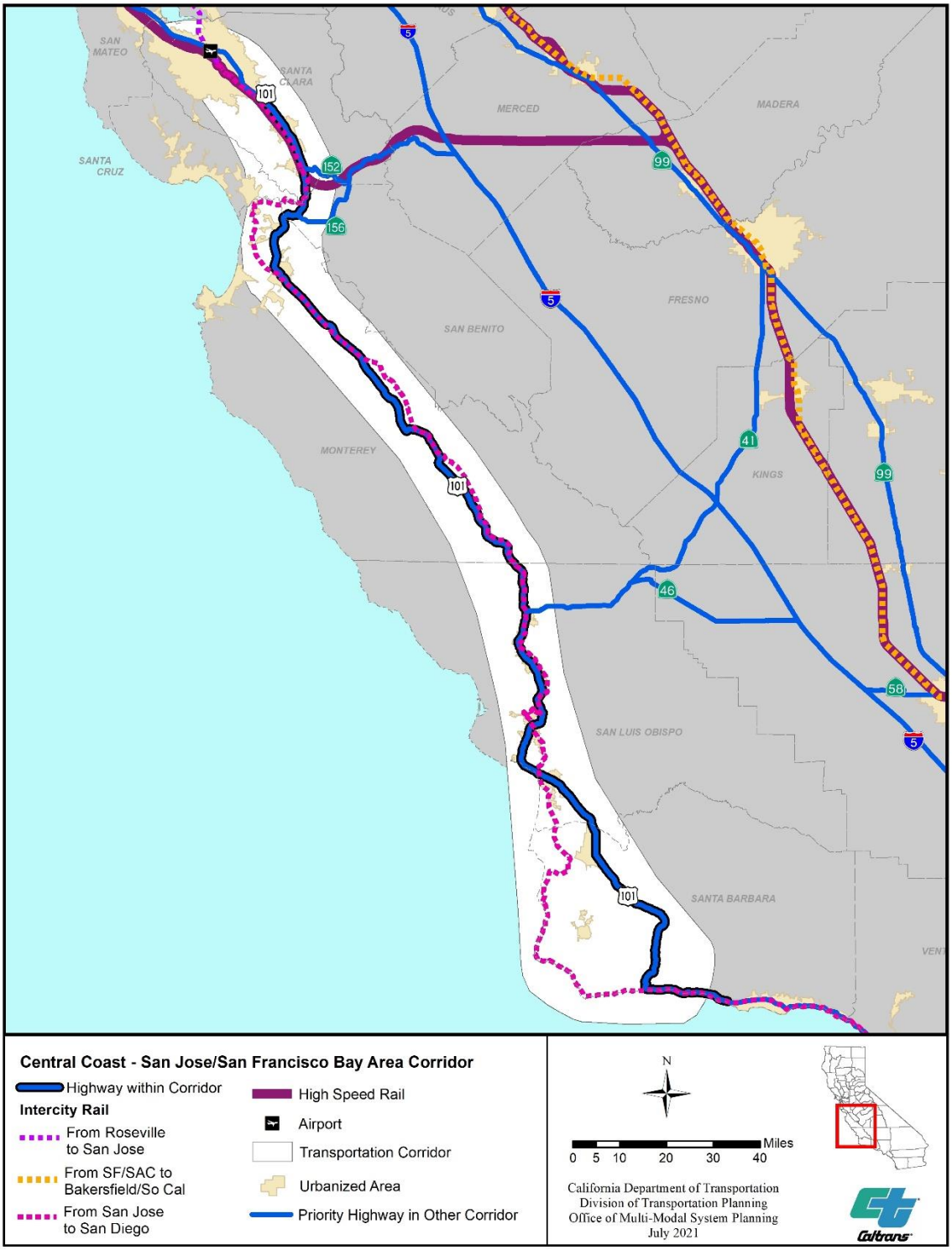
U.S. 101 is the primary freight transportation route and economic asset for the Central Coast region and serves a vital function along the Central Coast as an alternate route to I-5 during all incidents and closures at the Grapevine in Southern California. It is also vital to local movement given the lack of alternative routes in rural areas.

Table 4: South Coast–Central Coast Corridor Priority Interregional Facility Improvements and Strategies

Priority Interregional Facilities	Improvements and Strategies
California High-Speed Rail	High-Speed Rail System Development Consistent with the California State Rail Plan
Intercity Passenger Rail from San Luis Obispo to San Diego	Improve Integration Between Regional, Intercity, & High-Speed Rail Systems to Create a Comprehensive Rail Network Increase Intercity Passenger Rail Service Frequency Consistent with the CSRP
US 101	Balance Local Community and Interregional Travel Needs Expand Express Bus Service Consistent with the California Intercity Bus Study Expand Truck Parking Expand Vehicle & Freight Truck ZEV Charging and Fueling Infrastructure Implement Advanced Technology Implement Managed Lanes to Maximize People Movement Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair Improve Safety Increase Connectivity and Accessibility to Modal Options Support Freight Alternatives to Trucks to Decrease VMT
I-5	Access Management Balance Local Community and Interregional Travel Needs Expand Express Bus Service Consistent with the California Intercity Bus Study Expand Truck Parking Expand Vehicle & Freight Truck ZEV Charging and Fueling Infrastructure Implement Advanced Technology Implement Managed Lanes to Maximize People Movement Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair Improve Safety Increase Connectivity and Accessibility to Modal Options Support Freight Alternatives to Trucks to Decrease VMT

SR 74	Balance Local Community and Interregional Travel Needs Expand Truck Parking Expand Vehicle and Freight Truck ZEV Charging and Fueling Infrastructure Improve Emergency Evacuation Alternatives Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair Improve Safety Increase Connectivity and Accessibility to Modal Options Support Freight Alternative to Trucks to Decrease VMT

Figure 8: Central Coast - San Jose/San Francisco Bay Area Corridor Map.



Central Coast–San Jose/San Francisco Bay Area Corridor Overview

The corridor connects the Central Coast to San Jose and the San Francisco Bay region (Figure 8). The corridor is bordered by the coast ranges to the east and west. The region is characterized by dispersed urbanized clusters surrounded by rural land, open space, and agriculture. The major urban areas include Santa Barbara, Santa Maria, San Luis Obispo, Paso Robles, Salinas, Monterey, Watsonville/Pajaro Valley, Hollister, Morgan Hill, Gilroy, and Santa Cruz in the Central Coast. The northern part of the corridor includes suburban and urban land uses and connects to Silicon Valley, linking the Central Coast to San Jose, San Francisco, and all the cities between.

US 101 is the primary transportation artery for the region and the area's major truck route and serves a vital function along the Central Coast as an alternate route to I-5 during weather related closures at the Grapevine in Southern California. SR 1, SR 17, SR 156, and SR 129 also provide important interregional connections throughout the region. State Route 156 connects US 101 and SR 1 near Monterey, provides access to the largest regional distribution center in Monterey County, and supports interregional goods movement. It is one of the major thoroughfares used by Monterey County residents, commuters, tourists, and commercial trucks traveling to and from the Monterey Peninsula. SR 1 links coastal communities throughout Santa Cruz and Monterey counties to State Route 17, which serves as a local and regional route providing the shortest, most direct connection between Santa Cruz and the Bay Area. Additionally, Marine Highway M-5 includes Pacific Ocean coastal waters and connects ports from San Diego to the US-Canada border. M-5, a designated route as part of the America's Marine Highway (AMH) Program, provides an opportunity to move goods by waterborne routes that are served by highway or railway, thus reducing land-based freight traffic and the associated VMT and greenhouse gas emissions.

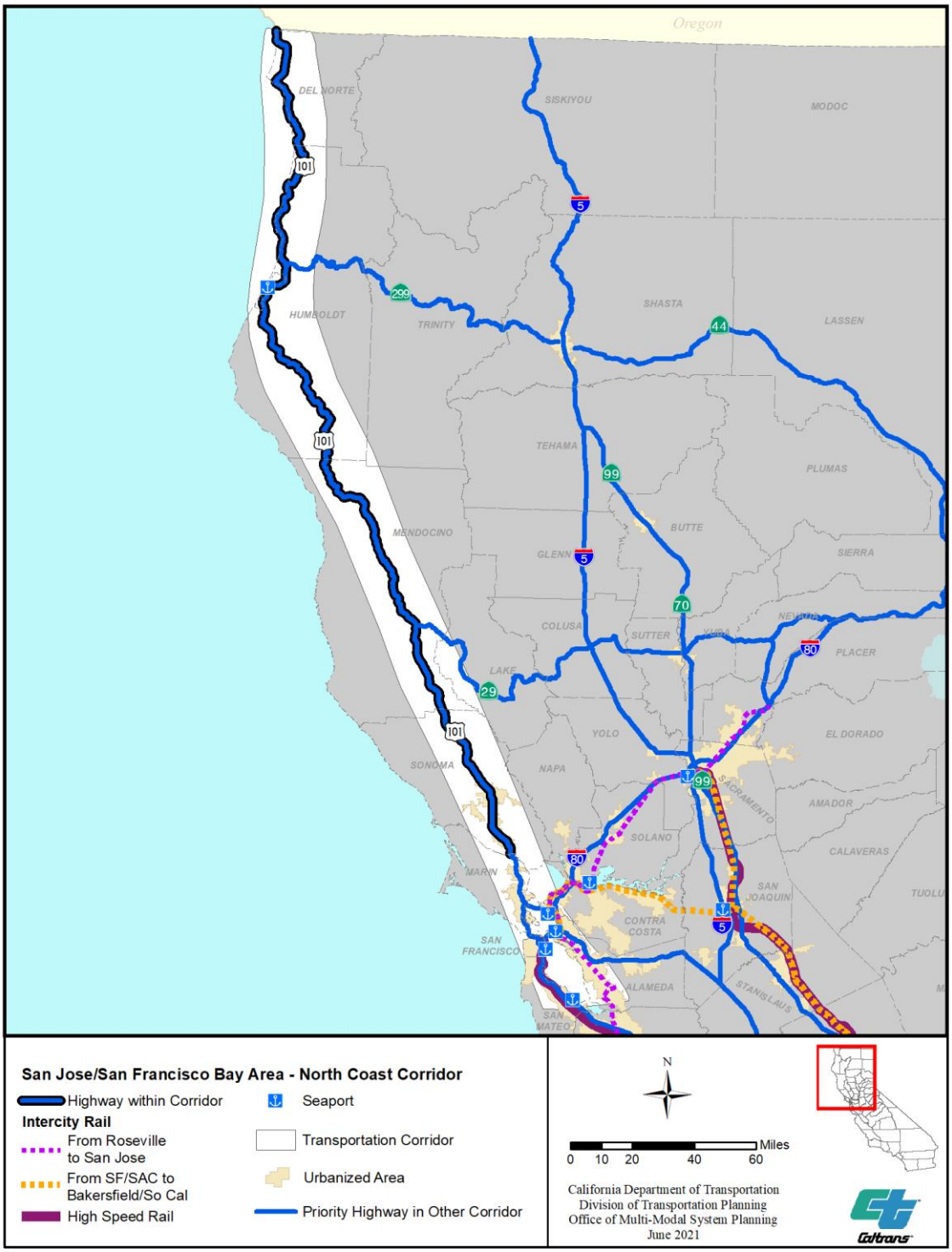
Amtrak operates the Coast Starlight train between Los Angeles and Seattle, with stops along this corridor in Santa Barbara, San Luis Obispo, Paso Robles, Salinas, and San Jose. The Transportation Agency for Monterey County is working on extending intercity passenger rail from San Jose to Salinas and adding passenger rail stations in King City and Soledad, which would provide connections to the state's planned high-speed rail network. The corridor is vital for the state and country for its agriculture industry, which accounts for more than 60 million tons of freight per year in the region and is often referred to as the "Salad Bowl of the World." Goods movement, agriculture and food processing, and interregional tourism together form the economic base for much of the Central Coast region. The UPRR Central Coast mainline carries freight and intercity passenger parallel to US 101. Four commercial airports are in the corridor, including two major international airports, San Francisco International Airport (SFO) and Norman Y. Mineta San Jose International Airport (SJC). The Pacific Coast Bike Route also functions as an interregional bicycling route that is commonly used by long-distance cyclists through Monterey County (along Highway 1 through Big Sur).

UPRR owns and operates the Class I rail system from Santa Barbara in the south, through Salinas, and continuing north into the Bay Area. Freight rail outflow and inflow in this corridor ranges upwards of 750 thousand tons. Silicon Valley, located in the northern part of the corridor along US 101, serves as a global center for high technology and innovation and is a key economic driver for the state.

Table 5: Central Coast–San Jose/San Francisco Bay Area Corridor Priority Interregional Facility Improvements and Strategies

Priority Interregional Facilities	Improvements and Strategies
California High-Speed Rail	High-Speed Rail System Development Consistent with the California State Rail Plan
Intercity Passenger Rail from San Jose to the Central Coast	Connect and Improve Accessibility between Regional Rail with High-Speed Rail Increase Intercity Passenger Rail Service Frequency Consistent with the CSRP
US 101	Access Management Balance Local Community and Interregional Travel Needs Expand Express Bus Service Consistent with the California Intercity Bus Study Expand Truck Parking Expand Vehicle and Freight Truck ZEV Charging and Fueling Infrastructure Implement Advanced Technology Implement Managed Lanes to Maximize People Movement Improve Emergency Evacuation Alternatives Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair Improve Safety Increase Connectivity and Accessibility to Modal Options Provide STAA Truck Accessibility Support Freight Alternatives to Trucks to Decrease VMT Truck Climbing and/or Passing Lanes in Locations with Steep Grades

Figure 9: San Jose/San Francisco Bay Area - North Coast Corridor Map



San Jose/San Francisco Bay Area–North Coast Corridor Overview

The corridor is the coastal south-north connector linking the San Francisco Bay Area to California's remote North Coast (Figure 9). US 101 is the primary transportation facility used for interregional travel and serves as a critical corridor for the movement of people, goods, and services. The corridor follows the coast north in the western portion of the state through Marin, Sonoma, Mendocino, Humboldt, and Del Norte Counties. The corridor is vital to the area's recreational tourism and economy and serves urban and suburban areas such as Santa Rosa, San Rafael, and numerous smaller communities.

US 101 connects the North Coast to the San Jose/San Francisco Bay Area, traveling through San Mateo, San Francisco, Marin, Sonoma, Mendocino, Humboldt, and Del Norte counties before reaching Oregon. Small regional airports, such as the Charles M. Schulz–Sonoma County Airport, exist throughout the corridor. The only other commercial airport in the region is the Arcata/Eureka airport in McKinleyville. The Pacific Coast Bicycle Route, as well as the route designated as US Bicycle Route 95, are the interregional north-south bicycle connections along the Pacific Coast. The Sonoma-Marin Area Rail Transit (SMART) corridor provides passenger rail and short-line freight rail from Larkspur Ferry Terminal to the Sonoma County Airport with stops in Santa Rosa, Rohnert Park, Cotati, Petaluma, Novato, and San Rafael. Portions of this corridor also include parallel multi-use pathway for increased active transportation. SMART owns the railroad to Cloverdale and is currently constructing the Windsor Extension with planned extensions to Healdsburg and Cloverdale. SMART also owns the rail right-of-way, with active short-line freight operations, from Novato-Hamilton station east to the Napa County line. SMART and Caltrans are studying this east-west corridor which will provide passenger rail connectivity from Marin and Sonoma Counties to Solano County and Sacramento, which has similar travel patterns to SR 37 in this corridor.

US 101 serves as the primary interregional corridor for goods movement between the North Coast and the Bay Area. U.S. 101 serves the Ports of Redwood City and Humboldt Bay (via SR 255) and trucking operations that serve residents and businesses, and it is utilized to transport agriculture, lumber, and other goods produced in the corridor to market or to the Port of Humboldt Bay for shipment out of the region. Except for a 5-mile gap (Humboldt/Mendocino County line to Richardson Grove State Park), U.S. 101 is a STAA route that provides access for industry-standard STAA trucks. Because of this gap, truckers must unload their cargo in the Bay Area (approximately 150 miles south of Eureka) and transfer it from the single industry standard freight trucks to multiple California legal trucks to move cargo into and through the North Coast along US 101. The only alternative route for STAA trucks from the North Coast Region is via SR 299 to/from I-5 in Redding. SR 37 provides an important east-west connection between I-80 in Vallejo and US 101 in Marin County. Marine Highway M-5 includes Pacific Ocean coastal waters and connects ports from San Diego to the US-Canada border, helping to alleviate roadway freight traffic congestion.

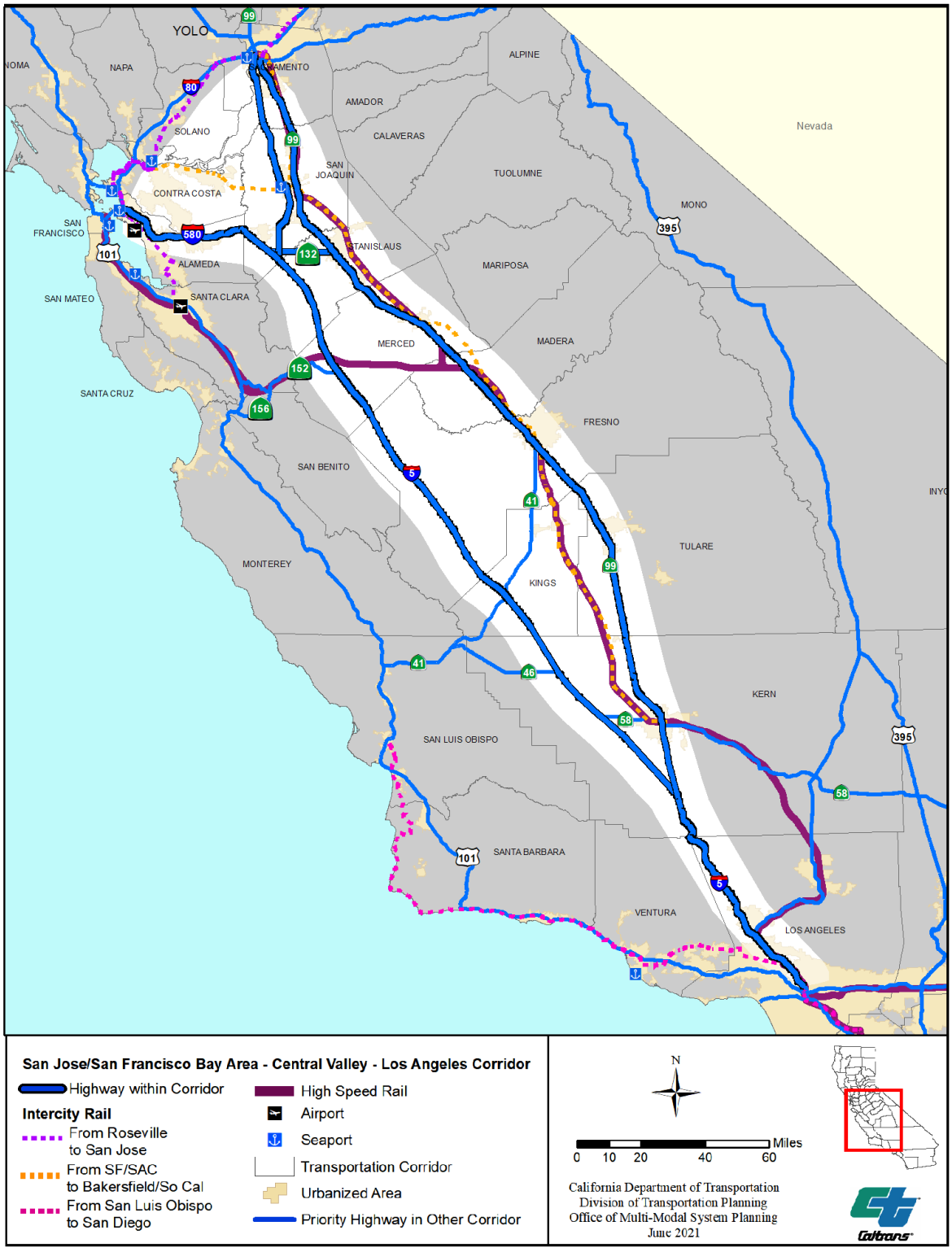
US 101 provides for the interregional movement of goods (timber, nursery, greenhouse products, dairy products, cattle, hay, pasture and range, wine grapes, wine, forest products, commercial fishing, livestock, pears, and English walnuts), and it links rural communities, numerous Native American Reservations and Rancherias, and small urban areas throughout the northern part of the state to national and international markets

The North Coast is served by a few smaller regional airports that process air cargo: Jack McNamara Field/Del Norte County Airport, Murray Field and Redwood Coast Airports, Ukiah Airport, and the Charles M. Schultz Sonoma County Airport.

Table 6: San Jose/San Francisco Bay Area–North Coast Corridor Priority Interregional Facility Improvements and Strategies

Priority Interregional Facilities	Improvements and Strategies
US 101	Balance Local Community and Interregional Travel Needs Expand Express Bus Service Consistent with the California Intercity Bus Study Expand Truck Parking Expand Vehicle and Freight Truck ZEV Charging and Fueling Infrastructure Implement Advanced Technology Implement Managed Lanes to Maximize People Movement Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair Improve Safety Increase Connectivity and Accessibility to Modal Options Provide STAA Truck Accessibility Support Freight Alternatives to Trucks to Decrease VMT
Passenger Rail from Larkspur to Cloverdale (SMART Rail and Pathway)	Expand Bicycle and Pedestrian Accessibility Along the SMART Rail Corridor Including Improvements to the Multi-use Pathway along with First and Last Mile Access to Stations Expand Multimodal Connectivity with Connections to Ferry in Larkspur and Integrated Express Buses to the North Coast Freight Rail Co-Benefits from Northern Extensions Passenger Rail Extensions to Cloverdale

Figure 10: San Jose/San Francisco Bay Area - Central Valley - Los Angeles Corridor Map



San Jose/San Francisco Bay Area–Central Valley–Los Angeles Corridor Overview

The corridor begins in the north in the Bay Area and is characterized by the highly urban areas of Oakland/East Bay and traverses through the Diablo Mountain Range at the Altamont Pass and Tri-Valley area (Figure 10). On the northern end of the San Joaquin Valley, the San Joaquin and Sacramento River Deltas are geographic barriers for the surface transport of people and goods between the San Joaquin Valley and San Francisco Bay. From the Sacramento – San Joaquin River Delta to the steps of the Tejon Pass south of Bakersfield, the valley extends approximately 230 miles through open cattle ranch fields, fruit and nut orchards and oil and gas fields. I-5 over the mountains, commonly known as the "Grapevine," is the most common route for automobile, truck, and bus to access the Greater Los Angeles Metropolitan Area.

The corridor connects three of the nation's largest container ports (Los Angeles, Long Beach, and Oakland) by both rail and highway to the rest of the county as well as transporting a variety of agricultural products from the San Joaquin Valley to local, regional, national, and international markets. Future High-Speed Rail service will operate between San Francisco and Sacramento through the Central Valley and into Los Angeles, ending in San Diego. Improvements to passenger rail that connect the Bay Area and the Central Valley are important to the interregional system. Current intercity passenger rail from San Francisco/Sacramento to Bakersfield/Southern California provides connections between Sacramento and San Francisco to Bakersfield. Significant intercity and regional rail expansion is underway between Merced, Ceres, and Sacramento within this corridor, with increased operations planned by both Altamont Corridor Express and the Amtrak San Joaquin services. Major international airports along the corridor include ones in San Francisco, Oakland, San Jose, Sacramento, and Los Angeles. SR 99, I-5, and I-580 are the major interregional highways in the corridor, along with SR 4, I-205, and SR 132. I-880 and I-680 act as parallel facilities and provide connections to interregional flows to the Central Valley via I-580, and to Sacramento via I-80, respectively. SR 99, I-5, and I-205 are FHWA Alternative Fuel Corridors. Marine Highway M-5 includes Pacific Ocean coastal waters and connects ports from San Diego to the US-Canada border, acting as a parallel route to I-5 and helping to alleviate roadway freight traffic congestion.

Interregional trucking routes include I-5, which is a principal north-south freight corridor that spans the West Coast, and SR 99, which serves as a major farm to market route for most of the agricultural products exported from the Central Valley internationally. SR 99 is a heavily utilized route for interregional commuting and is a critical corridor for the interregional movement of freight which increasingly serves inland ports. The corridor includes the three largest agriculture-producing counties in the nation and is becoming a major logistics complex with an expanding number of mega-distribution centers and new manufacturing/processing facilities. Trucks are the dominant mode for hauling freight. Additionally, the corridor's freight network is comprised of two Class I railroads, many air cargo airports, and serves as the primary corridor for intraregional travel for the state's three largest container ports, and several other seaports. Railroads are operated

by UPRR and BNSF. The Tehachapi Pass gateway (located 30 miles northeast of Tejon Pass) is the only BNSF/UPRR corridor connecting the Central Valley and Southern California. Significant sea level rise issues are expected to affect the rail corridor between Martinez and Richmond, and adaptation planning for this section will be critical. A significant investment is underway to create the Stockton Diamond Grade Separation, allowing two major freight rail routes, and the passenger trains that operate on them, to operate without conflict through this current bottleneck. Air cargo airports operate from Oakland International, Sacramento International, Lathrop Intermodal Yard, and John Wayne, and service is expanding at other airports in response to demand for e-commerce. Commodities flowing through this region come from the following industries: biotechnology, agriculture, dairy, ranching, forestry, food processing, construction, energy production, retail and wholesale trade, transportation/logistics/warehousing, electronic products, chemicals, and fabricated metal products. While goods movement brings significant benefits to California's communities, strategies that reduce the harmful air quality and negative health impacts of goods movement on local communities (such as zero-emission vehicles and infrastructure) are important.

Table 7: San Jose/San Francisco Bay Area–Central Valley–Los Angeles Corridor Priority Interregional Facility Improvements and Strategies

Priority Interregional Facilities	Improvements and Strategies
California High-Speed Rail	High-Speed Rail System Phase I Construction
Intercity Passenger Rail from SF/Sac. to Bakersfield/Southern CA	Connect and Improve Accessibility between Regional Rail with High-Speed Rail Expand Bicycle and Pedestrian Accessibility along with First and Last Mile Access to Stations Expand Fleet needed to support Increase Intercity Passenger Rail Service Frequency Consistent with the CSR Implement Infrastructure Needed to Support Increased Intercity Passenger Rail Service Frequency Consistent with the CSRP Increase Intercity Passenger Rail Service Frequency Consistent with the CSRP
I-5 and SR 99	Access Management Balance Local Community and Interregional Travel Needs Expand Bicycle and Pedestrian Accessibility along with First and Last Mile Access to Stations Expand Express Bus Service Consistent with the California Intercity Bus Study Expand Truck Parking Expand Vehicle and Freight Truck ZEV Charging and Fueling Infrastructure Implement Advanced Technology Implement Managed Lanes to Maximize People Movement Improve Emergency Evacuation Alternatives Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair Improve Safety Increase Connectivity and Accessibility to Modal Options Provide STAA Truck Accessibility Support Freight Alternatives to Trucks to Decrease VMT
SR 132 and I-580	Balance Local Community and Interregional Travel Needs Expand Bicycle and Pedestrian Accessibility along with First and Last Mile Access to Stations Expand Express Bus Service Consistent with the California Intercity Bus Study Expand Vehicle and Freight ZEV Charging and Fueling Infrastructure Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair Improve Safety Increase Connectivity and Accessibility to Modal Options Support Freight Alternatives to Trucks to Decrease VMT Traveled

Figure 11: Sacramento Valley - Oregon Border Corridor Map.

Sacramento Valley – Oregon Corridor Overview

The corridor links the Sacramento Valley to the North State and the Oregon border (Figure 11). This is an important connection between California and Oregon, and ultimately provides an international connection to Canada. The corridor supports the movement of people and freight, including recreational travel, and provides important connections for emergency response and resiliency for the region. The general transportation issues that impact interregional performance on this corridor include freight movement, recreational tourism, emergency response and resiliency, commute travel, and winter weather conditions in the northern portion of I-5.

I-5 is one of six interstate routes identified by the US Department of Transportation to participate in the "Corridors of the Future", an initiative to reduce traffic congestion on key multi-state corridors. The SR 70/149/99 portion of the corridor provides critical connectivity for people and goods along the east side of the Central Valley and acts as an I-5 alternate during incident management events. I-5 is complemented by freight rail hauled on the Union Pacific Rail Line that largely parallels this interstate and continues through the region to the north and south. BNSF Railroad also serves freight rail through the northern area. The Coast Starlight's daily round trip is the second-most popular long-distance train in the Amtrak system. The Greyhound bus serves I-5, SR 70, and SR 99. The Amtrak Thruway Bus Service connects Sacramento and Redding. The corridor has two commercial airports that provide air passenger travel services – Redding Municipal and the Sacramento International Airport.

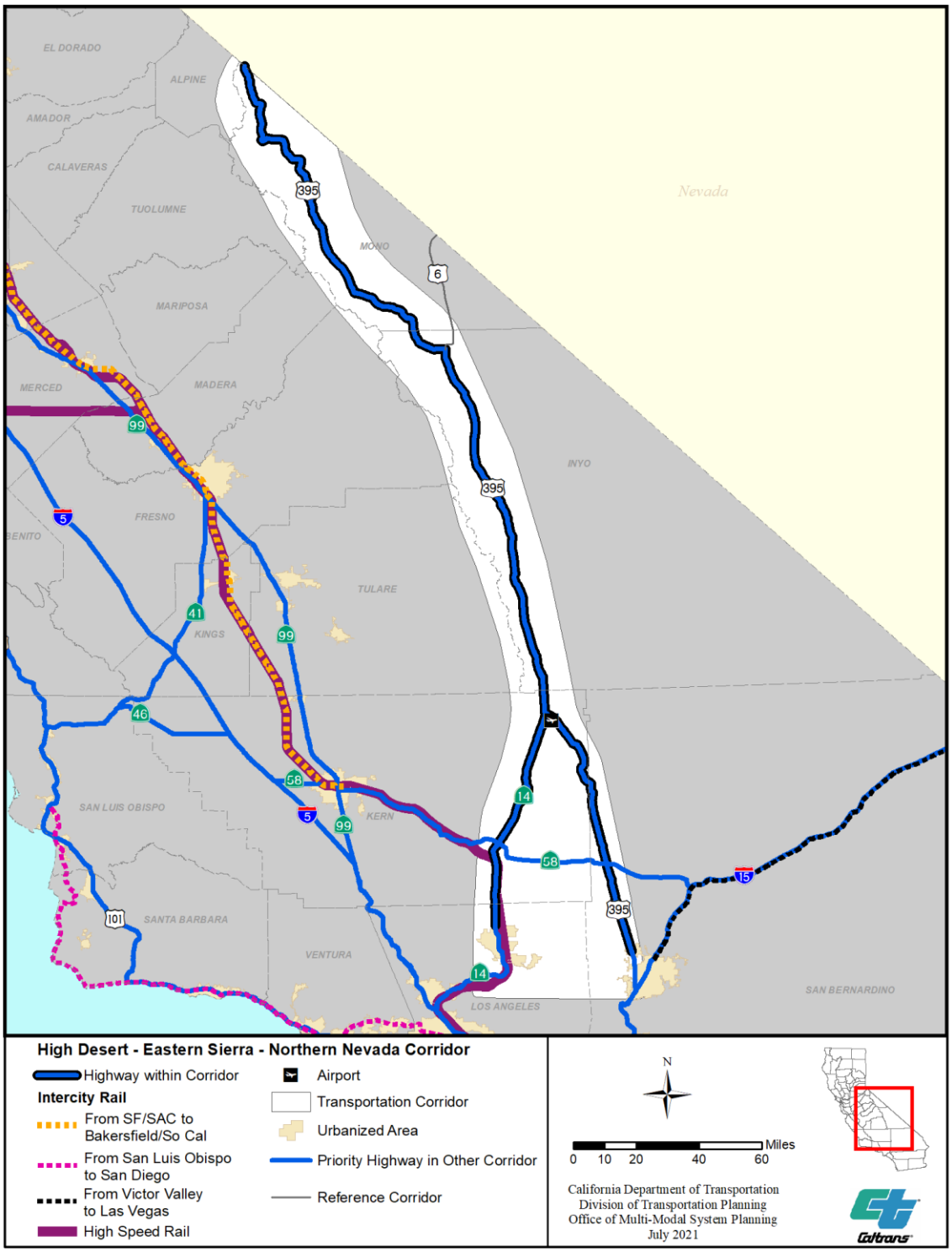
The Sacramento Valley – Oregon Border Corridor is a critical corridor for the interregional movement of freight. Interregional trucking routes include I-5, which is a principal north-south freight corridor that spans the West Coast, and SR 99, which serves as a major farm to market route for most of the agricultural products from the Central Valley. Furthermore, the corridor is served by two Class I railroads, UPRR and BNSF. The main UPRR route runs north and south, paralleling the I-5 corridor. BNSF has a route (using some UPRR-trackage rights) that serves as a primary unit and manifest (mixed car/cargo) freight. Commodities that are transported though this corridor include timber, stone, wine, grapes, orchard fruits, dairy, and cattle.

Table 8: Sacramento Valley – Oregon Border Corridor Priority Interregional Facility Improvements and Strategies

Priority Interregional Facilities	Improvements and Strategies
I-5	Access Management Balance Local Community and Interregional Travel Needs Expand and Integrate Express Bus Service Consistent with the California Intercity Bus Study Expand Vehicle and Freight Truck ZEV Charging and Fueling Infrastructure Expand Truck Parking Implement Advanced Technology Implement Managed Lanes to Maximize People Movement Improve Emergency Evacuation Alternatives Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair Improve Safety Increase Connectivity and Accessibility to Modal Options Provide STAA Truck Accessibility Support Freight Alternatives to Trucks to Decrease VMT
SR 99	Access Management Balance Local Community and Interregional Travel Needs Expand Express Bus Service Consistent with the California Intercity Bus Study Expand Truck Parking Expand Vehicle and Freight ZEV Charging and Fueling Infrastructure Implement Advanced Technology Implement Managed Lanes to Maximize People Movement Improve Emergency Evacuation Alternatives Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair Improve Safety Increase Connectivity and Accessibility to Modal Options Provide STAA Truck Accessibility Support Freight Alternatives to Trucks to Decrease VMT Truck Climbing and/or Passing Lanes in Locations with Steep Grades
SR 70 & SR 149	Access Management Balance Local Community and Interregional Travel Needs Expand Express Bus Service Consistent with the California Intercity Bus Study Expand Truck Parking

	Expand Vehicle and Freight ZEV Charging and Fueling Infrastructure Implement Advanced Technology Implement Managed Lanes to Maximize People Movement Improve Emergency Evacuation Alternatives Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair Improve Safety Increase Connectivity and Accessibility to Modal Option Provide STAA Truck Accessibility Support Freight Alternative to Trucks to Decrease VMT Truck Climbing and/or Passing Lanes in Locations with Steep Grades
Proposed Intercity Passenger Rail Sacramento to North State	Develop Rail and Integrated Bus Services North of Sacramento to Chico, Redding, and Other North State Communities.

Figure 12: High Desert - Eastern Sierra - Northern Nevada Corridor Map.



High Desert–Eastern Sierra–Northern Nevada Corridor Overview

The corridor consists of US 395 and SR 14 that links the Los Angeles region to northern Nevada, including Lake Tahoe and Reno (Figure 12). It is a north-south corridor that traverses the east side of the Sierra Nevada mountain range and facilitates local, interregional, and interstate movement of people, goods, and recreational travel. It also provides critical accessibility for rural communities where there are no alternative routes to access goods and services, and detours in the event of road closures.

The major interregional transportation facilities are SR 14 and US 395, which are part of the STAA, and the National Highway System, and portions of US 395 (I-15 to Bishop) and SR 14 (I-5 to Mojave), are designated as Strategic Highway Network (STRAHNET) routes. SR 58 and SR 14 provide important freight transport resiliency when I-5's Tejon Pass is closed due to severe climate conditions. Seventy percent of the freight volume over this corridor originates in the Central Valley.

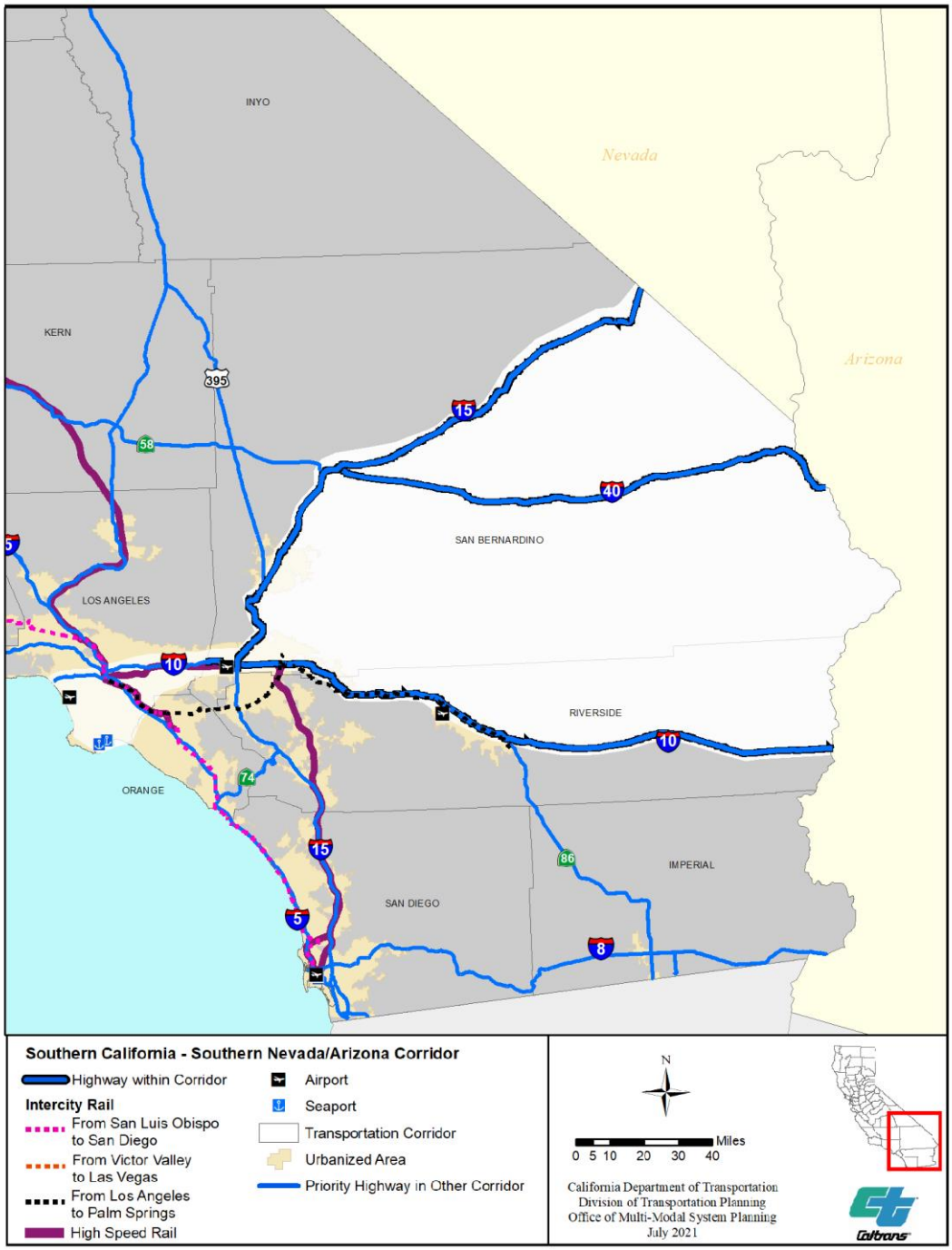
The Tahoe-Reno Logistics Center and logistics centers located in Southern California and the San Joaquin/Central Valley use the highways along this corridor. A new industrial complex with warehouses is in development in western Kern County which could increase freight traffic along the corridor. Brightline West, formerly known as XpressWest, is a private high-speed rail operator developing a service to connect Rancho Cucamonga and Palmdale via Victor Valley to Las Vegas, Nevada. The State high-speed rail project may provide Brightline a connection to the Los Angeles Basin via a connection in Palmdale.

There are six general aviation and two commercial airports along this corridor. The Mojave Air and Space Port, adjacent to SR 14, provides intermodal freight connections for air, rail, and highway transport.

Table 9: High Desert – Eastern Sierra – Northern Nevada Corridor Priority Interregional Facility Improvements and Strategies

Priority Interregional Facilities	Improvements and Strategies
California High-Speed Rail	High-Speed Rail System Development Consistent with the California State Rail Plan
SR 14 and US 395	Balance Local Community and Interregional Travel Needs Expand Express Bus Service Consistent with the California Intercity Bus Study Expand Truck Parking Expand Vehicle and Freight Truck ZEV Charging and Fueling Infrastructure Implement Advanced Technology Improve Emergency Evacuation Alternatives Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair Improve Safety Increase Connectivity and Accessibility to Modal Options Support Freight Alternatives to Trucks to Decrease VMT

Figure 13: Southern California - Southern Nevada/Arizona Corridor Map



Southern California – Southern Nevada/Arizona Corridor Overview

The corridor connects Southern California's seaport gateways, and the massive logistics and manufacturing sectors that are based in the region to the rest of the country via three interstate highways (I-10, I-15, and I-40) and parallel freight rail routes owned and operated by UPRR and BNSF (Figure 13). The region is the nation's largest and most important freight gateway and corridor for international trade. I-10, I-15 and I-40 provide direct connectivity to southern Nevada and Arizona. SR 60 also supports freight by linking to a high number of warehouses and is an alternate route to the Interstate system.

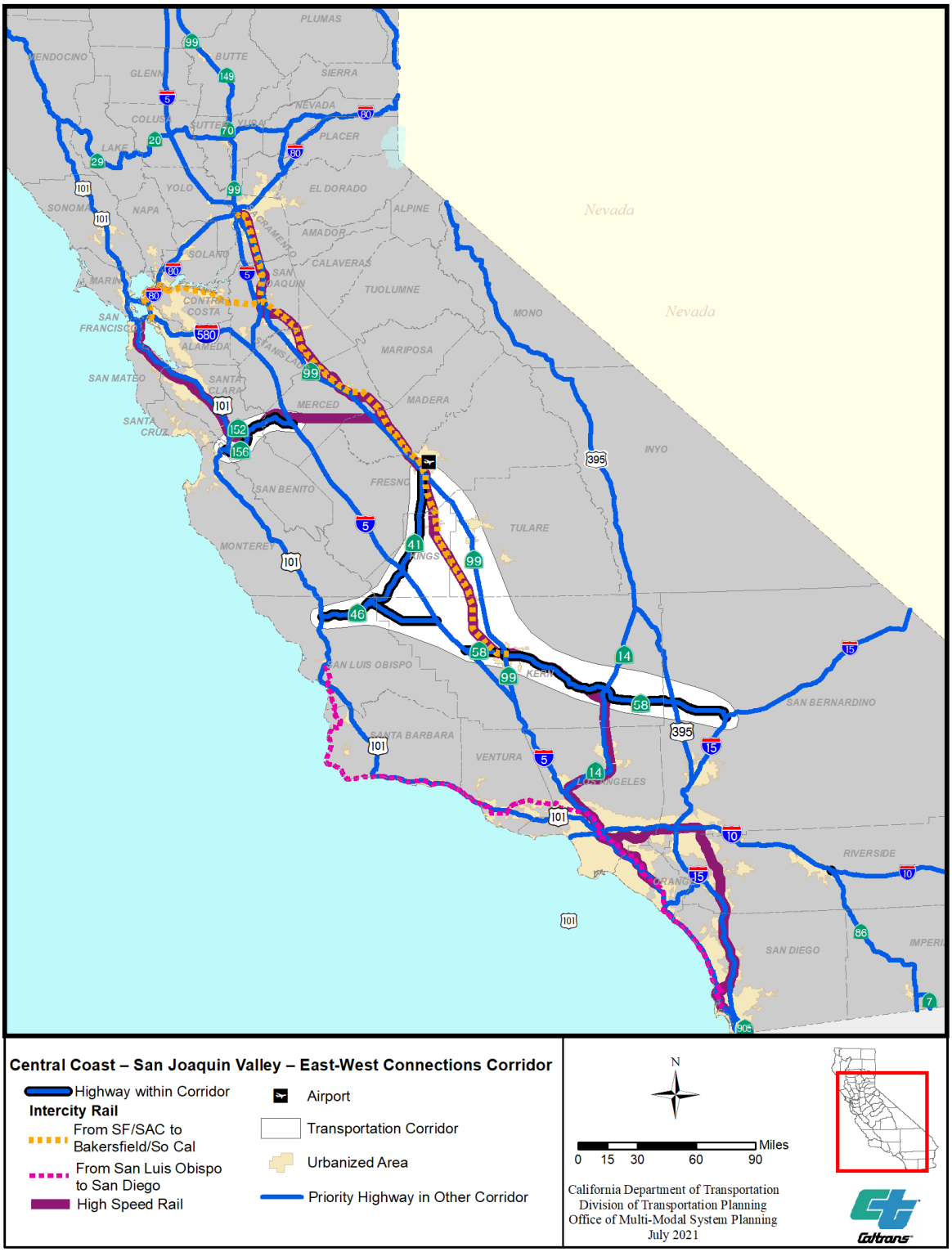
Amtrak's Sunset Limited/Texas Eagle links Los Angeles to Phoenix, continuing to Chicago (via Texas Eagle) and New Orleans (via Sunset Limited), providing service three times a week. The initial phase of the proposed Brightline West passenger rail service intends to connect Rancho Cucamonga and Palmdale via Victor Valley to Las Vegas via tracks running along the I-15 right of way. The proposed Coachella Valley-San Gorgonio Pass Corridor Intercity Passenger Rail Service intends to connect Los Angeles to Coachella Valley, paralleling I-10. The Inland Empire and San Diego have multiple major passenger airports and regional airports that impact the corridor. International airports along the corridor are in San Diego, Los Angeles, Ontario, and Palm Springs.

The corridor provides a critical link between the Ports of Long Beach and Los Angeles, Inland Empire warehousing complexes, and the rest of the United States. Sections of I-10 and I-15 carry the highest volumes of truck traffic in the region and averaged more than 25,000 trucks per day in 2016. More than 20,000 trucks per day travel on some sections of I-40 that contain 50 percent of total traffic carrying agricultural goods. These roads carry a mix of cargo loads, including local, domestic, and international. The arterial roadway system also plays a critical role in goods movement, providing first and last-mile connections to regional ports, manufacturing facilities, intermodal terminals, warehousing and distribution centers, and retail outlets. The Inland Empire has experienced continued growth in warehousing, distribution, cold storage, and truck terminal facilities, with the square footage of facility space exceeding 1.2 billion. Industrial warehouse and distribution facilities have witnessed sustained growth in construction, with lease rates near all- time highs, and vacancy rates remaining near historic lows. Most of the growth continues to occur in the Inland Empire as the counties of Riverside and San Bernardino have the most developable land zoned for industrial uses. Critical to the growth of the economy, the BNSF and UPRR, the region's two Class I railroads, carry international and domestic cargo to and from distant parts of the country. The BNSF mainline operates on the Transcontinental Line (Cajon and San Bernardino Subdivisions). The UPRR operates on the Saugus Line through Santa Clarita, Alhambra and LA Subdivisions, and Yuma Subdivision to El Paso.

Table 10: Southern California – Southern Nevada/Arizona Corridor Priority Interregional Facility Improvements and Strategies

Priority Interregional Facilities	Improvements and Strategies
I-10, I-15, and I-40	Balance Local Community and Interregional Travel Needs Expand Express Bus Service Consistent with the California Intercity Bus Study Expand Truck Parking Expand Vehicle and Freight Truck ZEV Charging and Fueling Infrastructure Implement Advanced Technology Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair Improve Safety Increase Connectivity and Accessibility to Modal Options Support Freight Alternatives to Trucks to Decrease VMT
Proposed Passenger Rail to Coachella Valley	Develop Intercity Passenger Rail Service to the Coachella Valley and Phoenix, AZ Consistent with the CSRP
Planned High-Speed Rail to Vegas	Integrate planned High-Speed Rail Service from Las Vegas to Los Angeles consistent with the CSRP

Figure 14: Central Coast and San Joaquin Valley East-West Connections Corridor Map



Central Coast and San Joaquin Valley East-West Connections Corridor Overview

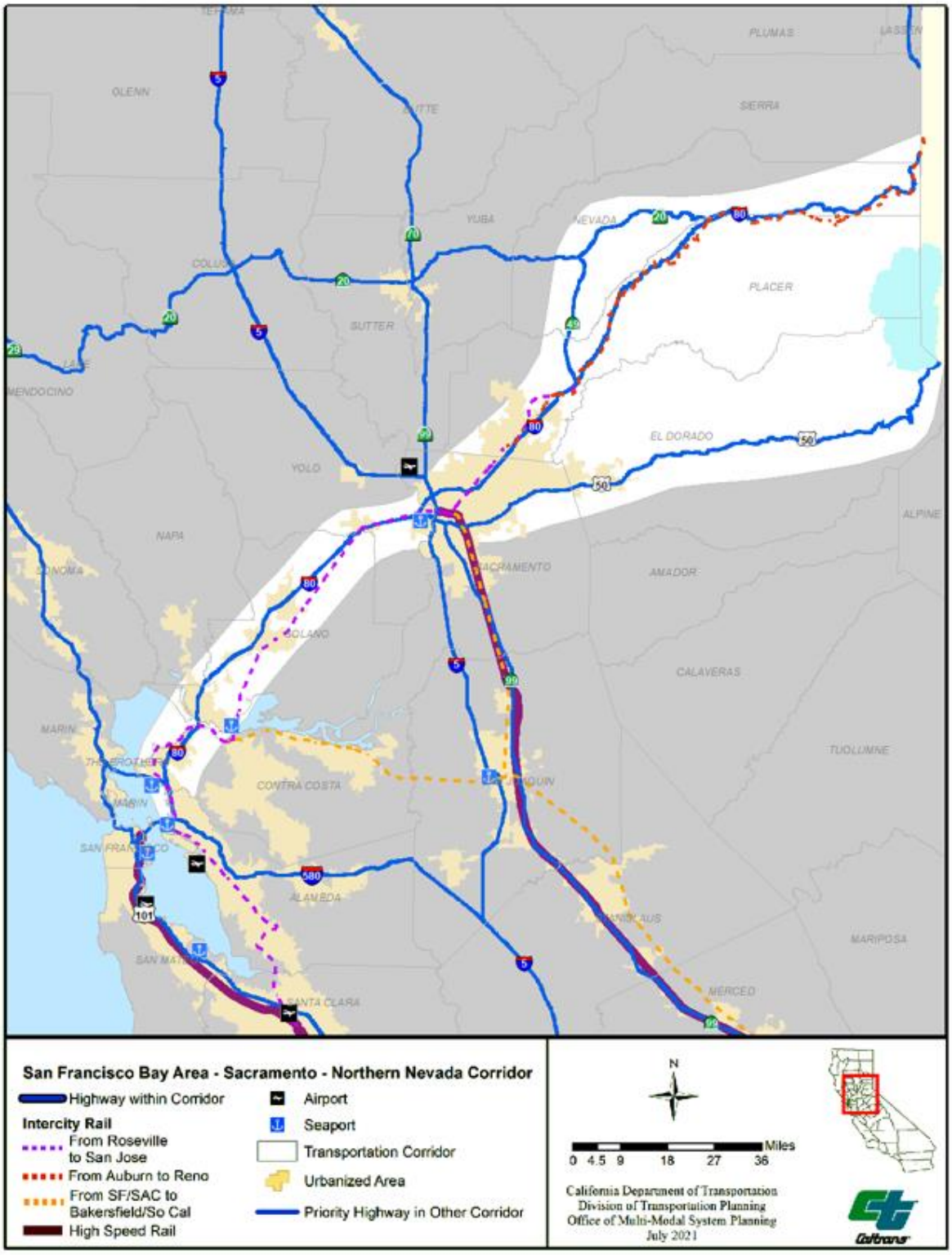
The corridor provides connectivity between two major agricultural regions within central California - San Joaquin and Salinas Valleys (Figure 14). The Central Coast and San Joaquin Valley are connected through two separate corridors which both serve as high-volume farm to market truck routes between the San Joaquin and Salinas Valleys to the Central Valley. Interregional trucking routes include SR 41, SR 46, SR 58, SR 152, and SR 156 which connect to north-south routes via SR 99, I-5, I-15, and I-40. Land use around the corridor is largely rural with some segments of highway serving as downtown main streets. State Route 58 is a vital freight facility extending to I-15 and I-40 to become the most direct out of state east-west connection between the Central Coast/Central Valley and states to the south and the southeast. Parallel freight rail routes along SR 58, operated by UPRR and BNSF, link the Central Valley and High Desert regions with Southern California and allow rail freight direct access to interstate destinations and the Ports of Los Angeles and Long Beach. SR 41 provides a connection from SR 99 to Yosemite National Park.

There is no east to west freight rail route connection between the Central Coast and the Central Valley. Goods movement between the two regions relies on trucks. With the Central Coast region agricultural sector growing, the Central Valley expanding its mega-distributions centers, and population growth occurring throughout both regions, significant truck volume increases are anticipated on all routes within this corridor. Commodities transported though this corridor include agriculture (e.g. fresh produce, cotton, tree nuts, dairy, cattle/meats), wine and other manufactured food products, and retail.

Table 11: Central Coast and San Joaquin Valley East-West Connections Corridor Priority Interregional Facility Improvements and Strategies

Priority Interregional Facilities	Improvements and Strategies
California High-Speed Rail	High-Speed Rail System Development Consistent with the California State Rail Plan
SR 41, SR 46, SR 58, SR 152, and SR 156	Balance Local Community and Interregional Travel Needs Expand Express Bus Service Consistent with the California Intercity Bus Study Expand Truck Parking Expand Vehicle and Freight Truck ZEV Charging and Fueling Infrastructure Implement Advanced Technology Improve Emergency Evacuation Alternatives Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair Improve Safety Increase Connectivity and Accessibility to Modal Options Support Freight Alternatives to Trucks to Decrease VMT Truck Climbing and/or Passing Lanes in Locations with Steep Grades

Figure 15: San Jose/San Francisco Bay Area - Sacramento - Northern Nevada Corridor Map



San Jose/San Francisco Bay Area–Sacramento–Northern Nevada Corridor Overview

The corridor is the primary west-east connection between the Bay Area and Reno, Nevada, and areas east of Nevada (Figure 15). I-80 is a transcontinental highway route, starting in San Francisco and terminating in New Jersey. The states of California, Nevada, Utah, and Wyoming have formed a partnership to coordinate winter highway operations and long-range planning along the corridor. The UPRR parallels I-80 throughout the corridor and serves as a transcontinental rail route accommodating freight and passenger services. US 50 extends from Sacramento through El Dorado County in the Sierra Nevada ending at the Nevada State line. Both the highways and the railroad provide national connectivity for San Francisco Bay Area seaports and the agricultural region of the Central Valley and the Salinas Valley.

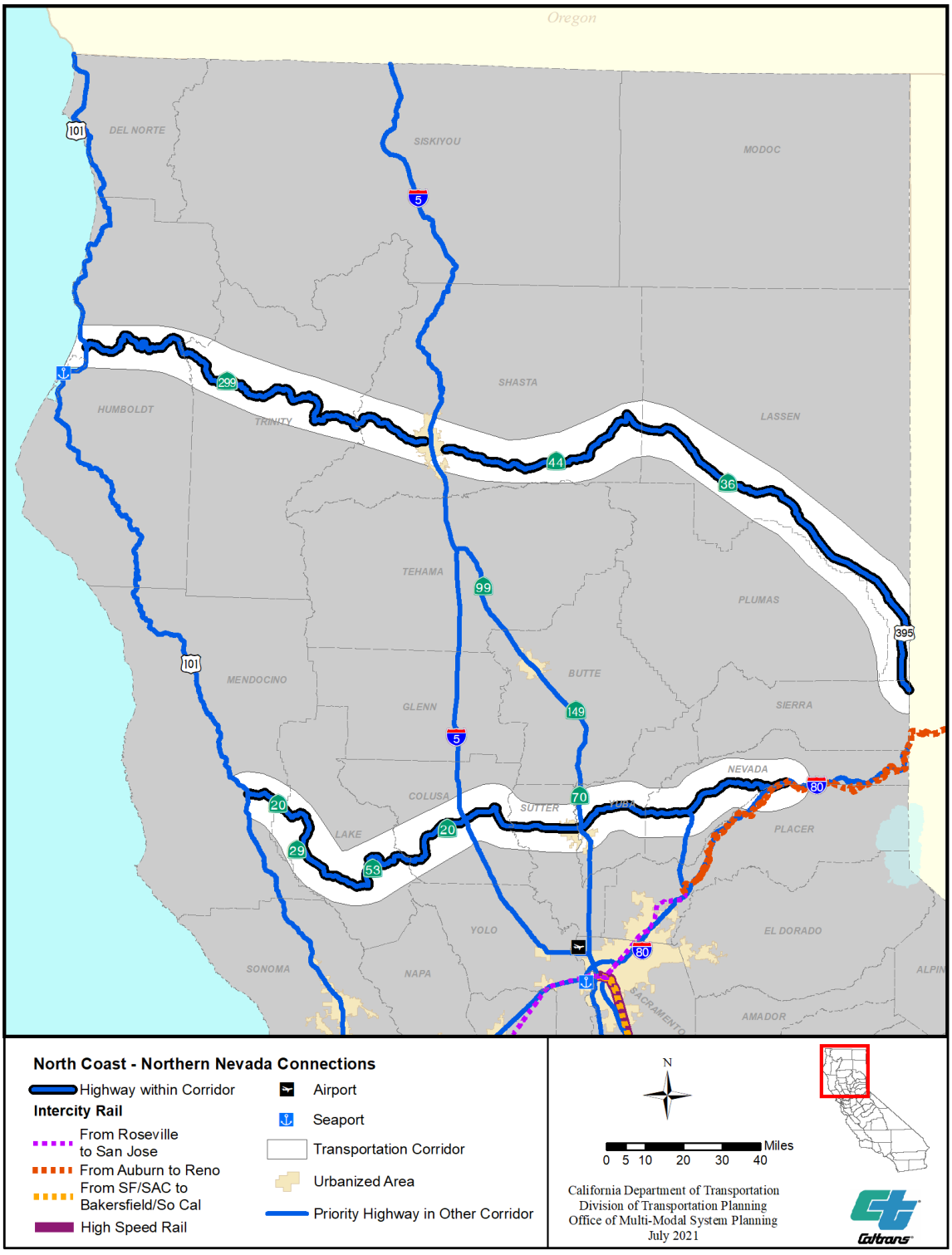
The Capitol Corridor intercity passenger rail from Roseville to San Jose, through Sacramento and the East Bay, runs daily service. The California Zephyr provides daily round-trip regional service in the Emeryville-Sacramento-Reno corridor. There are four international passenger airports within the corridor, along with many smaller regional airports. The international airports are in San Jose, San Francisco, Oakland, and Sacramento. I-80, US 50 and portions of SR 49 and SR 20 in Nevada County are the main facilities serving local, regional, and interregional movement of people and goods across an urban, suburban, rural, and open space landscape supporting interregional and regional commuting, freight movement and recreational travel.

This corridor provides primary access to major facilities, such as the Ports of Oakland and West Sacramento, and the international airports in Oakland and Sacramento, as well as rail yards, distribution centers, and warehouse/industrial districts. I-80 is impacted by winter conditions, and loses approximately $5.5 to $7.6 million-dollar value per ton per hour when trucks are delayed from passing over Donner Pass between Sacramento and Reno. Air cargo is also a freight generator through the Sacramento International Airport and Sacramento Mather Field. The corridor includes I-80 which is the primary freight transportation route and economic asset. The J. R. Davis Yard, located in the City of Roseville in Placer County, is the largest classification yard on the West Coast. Approximately 98 percent of all UPRR traffic in Northern California is moved through this yard. Sierra Northern Railway, a Class III regional railroad operates between Woodland and the Port of West Sacramento and interchanges with BNSF and UPRR.

Table 12: San Jose/San Francisco Bay Area–Sacramento–Northern Nevada Corridor Priority Interregional Facility Improvements and Strategies

Priority Interregional Facilities	Improvements and Strategies
I-80 and US 50	Access Management Balance Local Community and Interregional Travel Needs Expand Express Bus Service Consistent with the California Intercity Bus Study Expand Truck Parking Expand Vehicle and Freight Truck ZEV Charging and Fueling Infrastructure Implement Advanced Technology Implement Managed Lanes to Maximize People Movement Improve Emergency Evacuation Alternatives Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair Improve Safety Increase Connectivity and Accessibility to Modal Options Provide STAA Truck Accessibility Support Freight Alternatives to Trucks to Decrease VMT
Intercity Passenger Rail from Reno to the San Francisco Bay Area	Continue to Support Seasonal Intercity Passenger Rail and Integrated Intercity Bus Service from Sacramento to the Lake Tahoe Basin/Reno Expand Intercity Passenger Rail Between Roseville and San Jose and Increase Service Frequency Consistent with the CSRP
Stockton - Sacramento Seaports/Waterways	Improve Freight Movement
SR 20 and SR 49	Access Management Balance Local Community and Interregional Travel Needs Expand Express Bus Service Consistent with the California Intercity Bus Study Expand Truck Parking Expand Vehicle and Freight Truck ZEV Charging and Fueling Infrastructure Implement Advanced Technology Improve Emergency Evacuation Alternatives Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair Improve Safety Increase Connectivity and Accessibility to Modal Options Provide STAA Truck Accessibility Support Freight Alternatives to Trucks to Decrease VMT Truck Climbing and/or Passing Lanes in Locations with Steep Grades

Figure 16: North Coast - Northern Nevada Connections Corridor Map



North Coast–Northern Nevada Connections Corridor Overview

The corridor consists of two separate east- west highway corridors between the Northern California coast to the California/Nevada state line (Figure 16). The northern sub-corridor extends from Humboldt County to Lassen County and on to Reno, Nevada. The northern sub-corridor links the Humboldt Bay Harbor deep water port via US 101 with the northern Sacramento Valley city of Redding, the Sierra Nevada Mountains and to the largest city in Northern Nevada. This corridor ties to US 101, I-5, the rest of US 395 and its associated routes. The southern sub-corridor extends from Mendocino County at the junction of US 101 and SR 20 to the Sacramento Valley ending in Nevada County at I-80.

The North Coast–Northern Nevada Connections corridor is comprised of two sub-corridors – (1) SR 299, SR 44, SR 36, and US 395; and (2) SR 20, SR 29, and SR 53. Most of these facilities are two-lane conventional highways with intermittent passing lanes. In many communities, the highways serve as main streets and may have four lanes, or continuous center turn lanes, bicycle lanes and sidewalks. The deep-water Port of Humboldt Bay is important to the regional economy and is working to make land-side improvements to highway and rail facilities to improve access to the port. Goods moving into and out of the North Coast are shipped primarily by truck on either US 101 or SR 299 (SR 299 is the only STAA route on this part of the coast. SR 299 is also an FHWA-designated corridor-ready Alternative Fuel Corridor from Douglas City to Redding). On the eastern side of the Sacramento Valley, freight connectivity to the State of Nevada is provided by US 395 via SR 44 and SR 36. The Coast Starlight stops in Redding as it bisects the SR 299 corridor. At the west end of the corridor, the Amtrak Thruway Bus Service stops in McKinleyville, linking to the North Coast. The corridor has two commercial airports that provide air passenger travel services – Redding Municipal Airport and Humboldt County's Arcata/Eureka regional airport.

The northern corridor, SR 299, SR 44, SR 36, and US 395, provides for the interregional movement of goods (commerce, timber, nursery, greenhouse products, dairy products, cattle, hay, pasture and range, wine grapes, forest products, colony of bees, strawberries, rice and alfalfa, livestock, potatoes, and vegetables), and links rural communities and small urban areas across the northern part of the state to national and international markets. The southern corridor, SR 20, 29, and 53, is another critical east-west interregional freight corridor beginning at US 101 and continuing eastward across the northern Central Valley. This critical corridor also serves recreational travel for the Sierra Nevada Mountains to the North Coast, and is the "crossroads" or "hub" for agricultural and goods movement in the North Central Valley and through the Yuba City-Marysville urbanized areas (for connections to SR 99 and SR 70). This corridor is also an important regional route serving the rural communities of Mendocino and Lake Counties.

The SR 20-29-53 principal arterial is being developed to accommodate interregional traffic, largely due to the infeasibility of expanding the segment of SR 20 across the

north-shore of Clear Lake. This north-shore segment skirts the shore of the lake through many small destination resort communities. It serves as a multimodal corridor, with traffic calming and bicycle and pedestrian features to accommodate local activities. Development of the north shore as a lower-speed, multimodal corridor will complement the greater goal of development of the principal arterial corridor around the south shore of the lake, while advancing the state's overall goals of multimodal travel and reducing greenhouse gas emissions.

Table 13: North Coast–Northern Nevada Connections Corridor Priority Interregional Facility Improvements and Strategies

Priority Interregional Facilities	Improvements and Strategies
SR 299, SR 44, SR 36, and US 395	Balance Local Community and Interregional Travel Needs Expand Express Bus Services Consistent with the California Intercity Bus Study Expand Truck Parking Expand Vehicle and Freight Truck ZEV Charging and Fueling Infrastructure Implement Advanced Technology Improve Emergency Evacuation Alternatives Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair Improve Safety Increase Connectivity and Accessibility to Modal Options
SR 20, SR 29, and SR 53	Access Management Balance Local Community and Interregional Travel Needs Expand Express Bus Service Consistent with the California Intercity Bus Study Expand Truck Parking Expand Vehicle and Freight Truck ZEV Charging and Fueling Infrastructure Implement Advanced Technology Improve Emergency Evacuation Alternatives Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair Improve Safety Increase Connectivity and Accessibility to Modal Options Support Freight Alternative to Trucks to Decrease VMT

Appendix A: ITIP Scoring Criteria

The ITSP must provide direction on how to identify and rank projects for ITIP consideration. Project evaluation criteria is vital to the implementation of the ITSP. The criteria will be used to evaluate projects to ensure they meet the objectives and policies outlined in this plan, including meeting legislative requirements and executive orders.

The project evaluation criteria are based on CAPTI as well as the eight goals identified in this plan and the CTP 2050: safety, climate, equity, quality of life, accessibility, economy, environment, and infrastructure. These criteria may be refined before each STIP cycle to incorporate new policies, altered circumstances, and legislation changes.

The ITIP scoring criteria are one factor in project selection. The responses for each criteria question will receive a score based on the applicable scoring range and each project will receive a final evaluation score totaled across all criteria. Each scoring criterion is weighted equally, with a maximum of three points and a minimum of zero points possible. Scoring criteria questions and ranges may be adjusted for future ITIP cycles.

Table 14: ITIP Scoring Criteria

Interregional Transportation Improvement Program Scoring Criteria	California Transportation Plan 2050 - ITSP 2021 Goals	Scoring Range
REQUIREMENT: Does the project support a facility identified in a strategic interregional corridor summary?	N/A	N/A
Is the project on a priority interregional facility?	N/A	Yes - 3 points; No - 0 points
How does the project improve interregional travel (e.g. freight movement, intercity rail, etc.)?	Safety, Accessibility, Environment, Economy, Infrastructure	Significantly improve - 3 points; Moderately improve - 2 points; Minimally improve - 1 point; Does not improve - 0 points
Does the project demonstrate potential for interregional travel mode shift, including to rail, transit, or active transportation?	Safety, Climate, Equity, Accessibility, Environment, Quality of Life, Environment, Economy, Infrastructure	High potential - 3 points; Medium potential - 2 points; Low potential - 1 point; No potential identified - 0 points
How does the project impact single occupancy vehicle miles traveled (VMT)?	Safety, Climate, Equity, Environment, Quality of Life, Environment	Significantly reduce VMT - 3 points; Moderately reduce VMT - 2 points; No Significant Increase in VMT - 1 point; Significant Increase in VMT - 0 points
How does the project include and document a meaningful public engagement process to traditionally underrepresented groups (including black, indigenous, and other people of color (BIPOC)), low income, environmental justice communities, and/or their Community Based Organizations) and incorporate local community needs into the project?	Safety, Equity, Accessibility, Environment, Quality of Life, Economy	Incorporates all needs - 3 points; Incorporates some needs - 2 points; Incorporates limited needs - 1 point; Did not consider community needs - 0 points

Interregional Transportation Improvement Program Scoring Criteria	California Transportation Plan 2050 - ITSP 2021 Goals	Scoring Range
How does the project impact public health, including from a racial equity standpoint?	Safety, Equity, Accessibility, Environment, Quality of Life, Economy	Effectively address public health factors - 3 points; Moderately addresses public health factors - 2 points; Minimally addresses public health factors - 1 point; Does not consider factors - 0 points
Does the project make an improvement to an emergency evacuation route identified in an emergency plan/hazard mitigation plan or strategy using an approach that is supported by state/local emergency services?	Safety, Climate, Equity, Accessibility, Environment, Quality of Life, Environment, Economy, Infrastructure	Makes a significant improvement with a strategic approach- 3 points; Makes a moderate improvement - 2 points; Makes a minimal improvement - 1 point; Not an emergency evacuation route - 0 points
Does the project reduce fatalities and severe injuries for all users in alignment with the Safe Systems approach?	Safety, Equity, Accessibility, Environment, Quality of Life, Infrastructure	Significantly reduce - 3 points; Moderately reduce - 2 points; Does not increase or reduce - 1 point; Increases - 0 points
Does the project include and/or improve access to zero emission charging or fueling infrastructure?	Climate, Equity, Accessibility, Environment, Economy, Infrastructure	Substantial zero emission charging or fueling infrastructural improvements/including installation of new equipment - 3 points; The project includes moderate improvements/access to ZEV infrastructure - 2 points; The project minimally addresses ZEV infrastructural needs - 1 point; Does not address ZEV infrastructure - 0 points

Interregional Transportation Improvement Program Scoring Criteria	California Transportation Plan 2050 - ITSP 2021 Goals	Scoring Range
Does the project improve climate adaptation and resiliency by addressing one or more climate risk(s) identified in the Caltrans District Vulnerability Assessments and Adaptation Priority Reports or a regional or local climate change adaptation plan?	Climate, Equity, Environment, Quality of Life, Environment	Identifies climate risk(s) to the system and significantly improves resiliency and adaptation - 3 points; Identifies climate risk(s) to the system and adequately improves resiliency and adaptation - 2 points; Minimally identifies/addresses resiliency and adaptation needs - 1 point; Does not consider climate change resiliency and adaptation - 0 points
Does the project minimize the impact on natural resources and ecosystems?	Climate, Equity, Environment, Quality of Life, Environment	Significant positive benefits - 5 points; Moderate positive benefits - 3 points; Minimal positive benefits - 1 point; Negative impacts – 0 points
Does the project leverage SHOPP investment or other maintenance or rehabilitation funds for the purpose of maintaining or rehabilitating assets in fair or poor condition within the project limits?	Safety, Climate, Equity, Accessibility, Environment, Environment, Economy, Infrastructure	Leverages significant investment from SHOPP and/or other funding sources for rehabilitating/maintaining assets - 3 points; Leverages some investment from SHOPP and/or other funding sources for rehabilitating/maintaining assets - 2 points; Leverages minimal investment from SHOPP/other sources for rehabilitating/maintaining assets - 1 point; No rehabilitating/maintaining investments for assets - 0 points
Does the project leverage partner funds?	Infrastructure	Greater than 50% of project OR of RTIP funds made available - 3 points; Between 26% and 50% of project OR of RTIP funds made available - 2 points; Between 5% and 25% of project OR of RTIP funds made available - 1 point; less than 5% of project OR of RTIP funds made available - 0 points
How does the project impact the economy?	Economy	Significant positive impact - 3 points; Moderate positive impact - 2 points; Minimal positive impact - 1 point; No impact or negative impact - 0 points

Appendix B: Supporting Policies and Legislation

At its core, the ITSP continues to implement the interregional portion of the CTP 2050 and the CAPTI through providing direction on the investment of funding for interregional improvement projects. The ITSP will continue to also inform and be informed by the following agencies, policies, documents, and legislation, among others:

- California State Transportation Agency (CalSTA)
- California Transportation Commission (Commission)
- Governor's Executive Orders
    - Executive Order S-3-05 (Freight Strategy)
    - Executive Order B-30-15 (GHG Reduction and Climate Adaptation)
    - Executive Order B-32-15 (GHG Reduction)
    - Executive Order B-16-2012 (Electric Vehicles)
    - Executive Order N-19-19 (Climate)
    - Executive Order N-79-20 (Zero-Emission Vehicles)
- Statewide Goals and Legislative Policies
    - Assembly Bill 32 (2006)
    - Senate Bill 375 (2008)
    - Senate Bill 391 (2009)
    - Senate Bill 743 (2013)
    - Senate Bill 486 (2013)
- Assembly Bill 32 Scoping Plan
- California Transportation Plan 2050
- Climate Action Plan for Transportation Infrastructure
- Broadband for All
- Traffic Operations Statewide TMS Communication Plan
- Regions Rise Together
- California Freight Mobility Plan
- California Sustainable Freight Action Plan
- California State Rail Plan
- Toward an Active California: State Bicycle and Pedestrian Plan
- California High-Speed Rail Business Plan
- Strategic Highway Safety Plan
- Regional Transportation Plans prepared by the MPOs and RTPAs in California
- Caltrans Strategic Management Plan
- Caltrans Equity Statement
- Smart Mobility Framework
- Safeguarding California

Appendix C: Interregional Corridor Analysis

Analysis of the Strategic Interregional Corridors by using demand modeling and data to identify focus areas within the interregional system is a key component in prioritizing ITIP investments. Routes within each corridor were carefully analyzed to identify facilities and segments that represent high priorities for interregional movement. Facilities with high truck percentages and consistent truck travel were considered interregional in nature.

Travel Demand Modeling using the California Statewide Freight Forecasting and Travel Demand Model (CSF2TDM) forecasts were used to assess vehicle miles traveled along the major highways along with the truck percentages for 2020 and 2050 to determine the expected growth in automobile and truck trips. The CSF2TDM shows that the forecasted increase in VMT for trucks is 72%, which is significantly higher than forecasted for automobiles as shown in Table 15 below.

Table 15: Average Daily Vehicle Miles Traveled

Category	2020	2050	Forecasted Increase
Average Daily Vehicle Miles Traveled	962,040,300	1,254,114,000	30.4%
Average Daily Automobile Vehicle Miles Traveled	904,386,900	1,155,064,600	27.7%
Average Daily Truck Vehicle Miles Traveled	57,653,500	99,049,400	71.8%

The forecasted increase in truck trips between 2020 and 2050 of 45.6% is higher than forecasted automobile trip growth for the same period, but the rate of truck trip growth is less that the rate of truck VMT growth. This means that the number of miles traveled is growing faster than the number of trips taken. This also shows that the average length of truck trips is significantly longer than automobile trips, suggesting that truck trips are more likely to be interregional.

Table 16: Average Daily Trips

Category	2020	2050	Forecasted Increase
Total Average Automobile and Truck Daily Trips	143,798,700	186,008,500	29.4%
Average Daily Automobile Trips	142,653,600	184,341,300	29.2%
Average Daily Freight Trips	1,145,100	1,667,200	45.6%

Facility Profiles – Current year automobile and truck trip data collected from Caltrans' Annual Average Daily Traffic (AADT) counts was used to develop facility profiles to compare the modes through the highway corridors. This section includes example

facility profiles that were used to identify key interregional segments on the Priority Interregional Facilities. The first, Figure 17, compares automobile and truck trips on I-5 from Mexico to Oregon. The segments that have high truck percent along with lower and consistent automobile trips are deemed to have higher relative interregional value. The yellow arrows at the bottom of the profile identify the segments that were considered priority segments for ITIP investment.

Figure 17: Interstate 5 Facility Service Profile

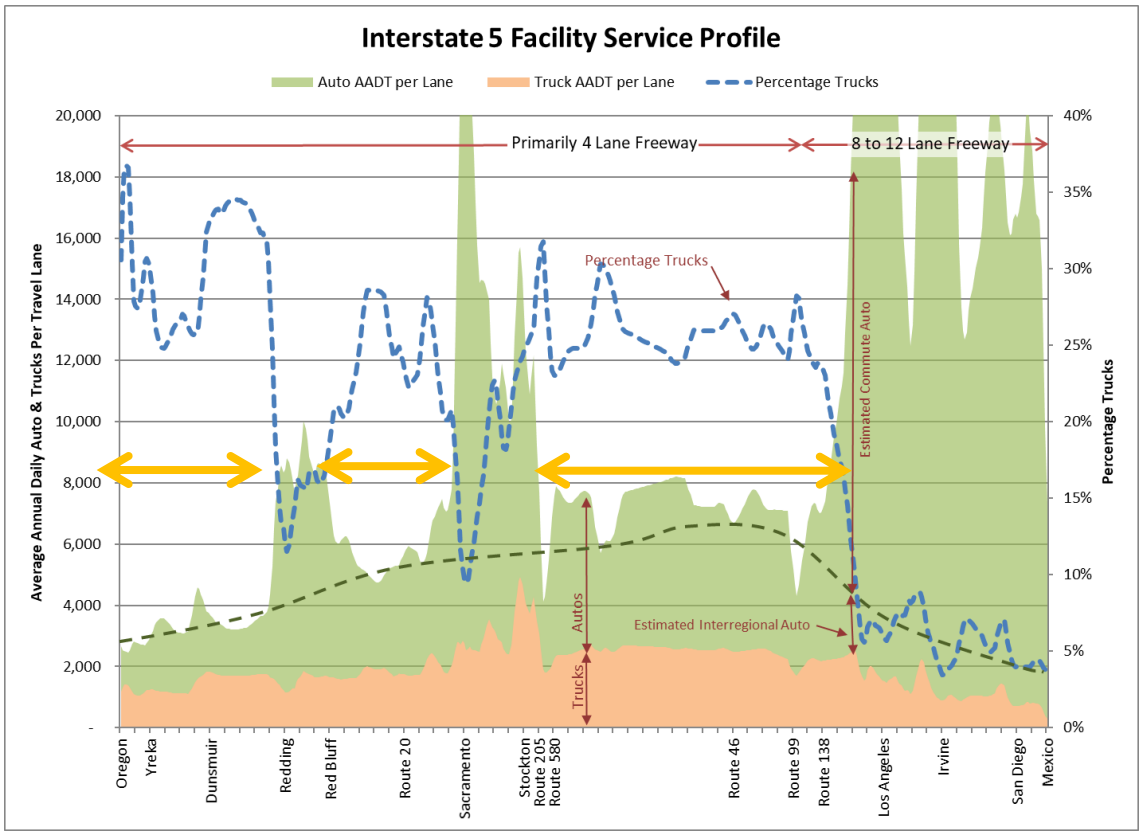


Figure 18: Highway 101 Facility Service Profile

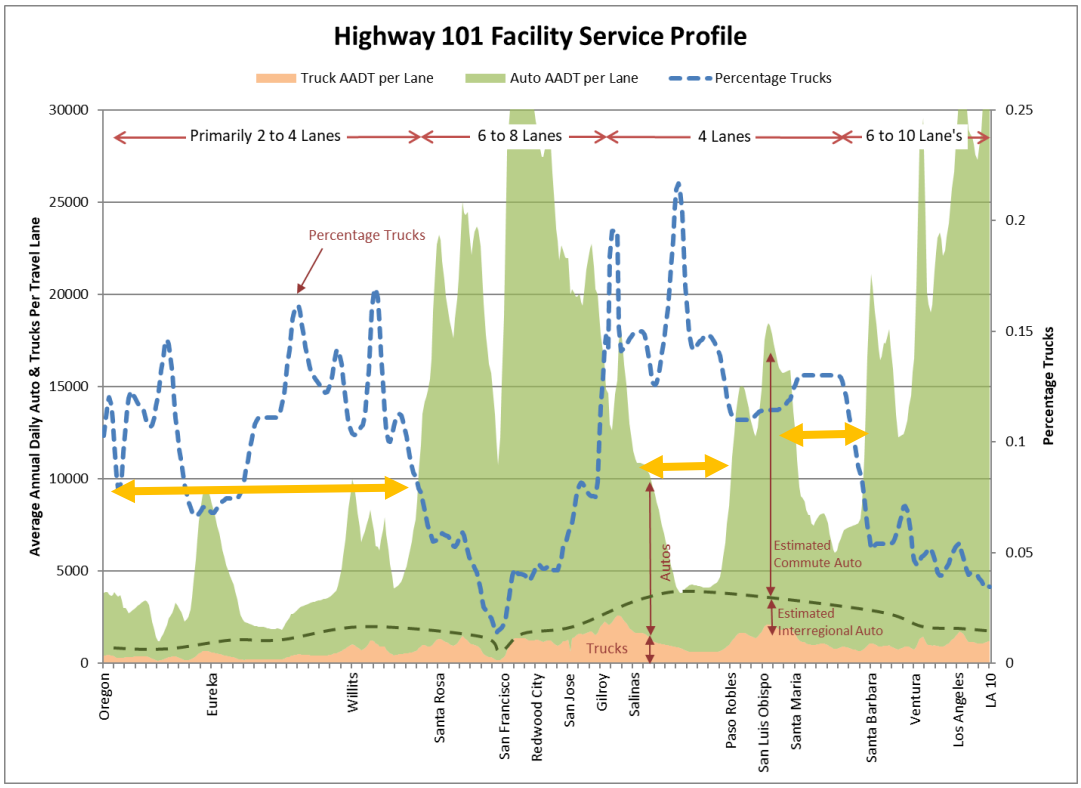


Figure 19: Highway 99 Facility Service Profile

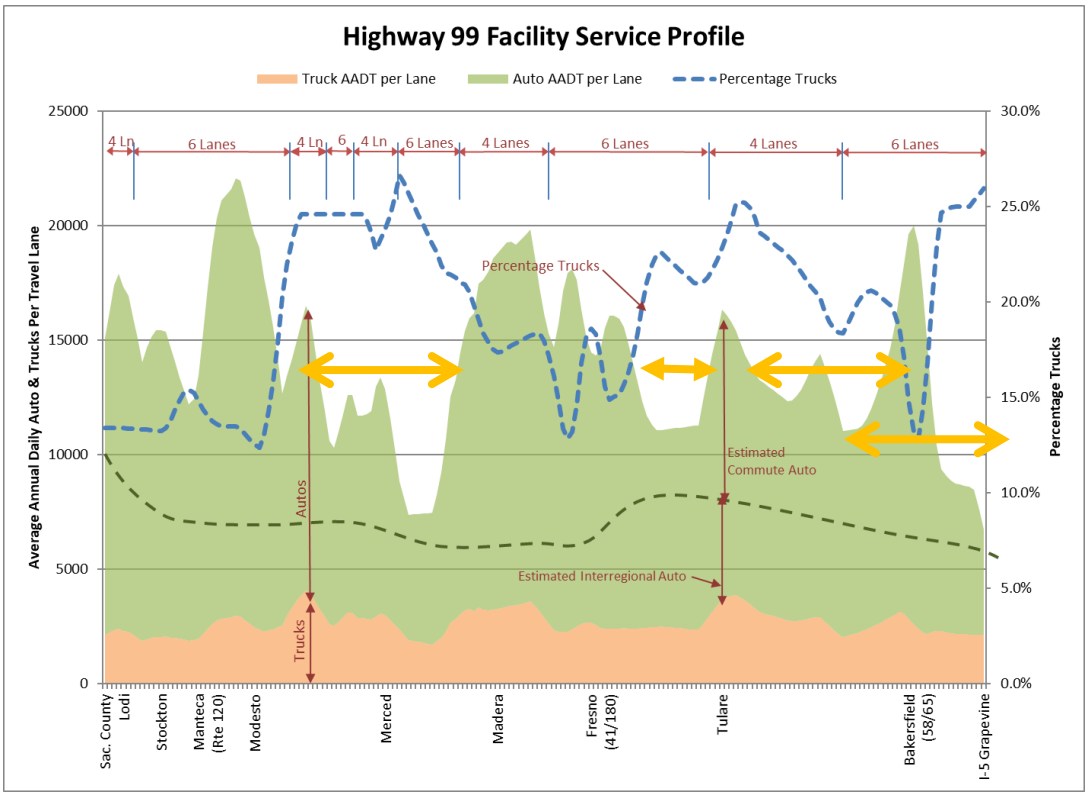


Figure 20: Interstate 580 Facility Service Profile

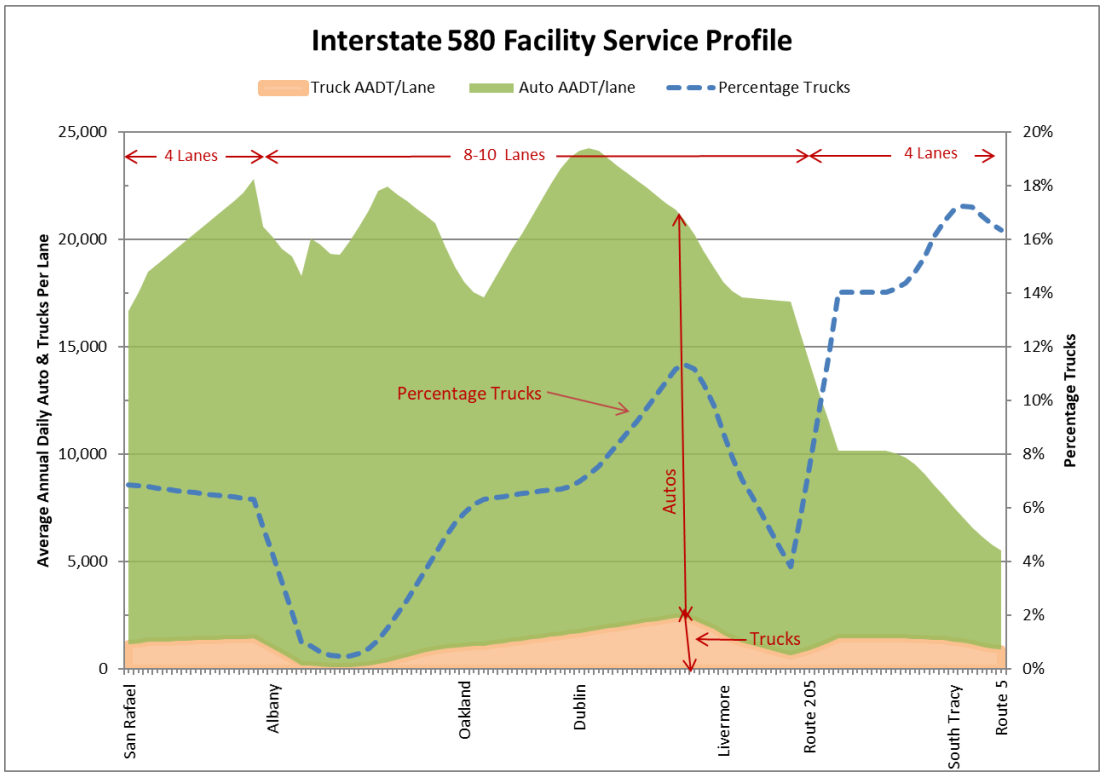


Figure 21: Interstate 10 Facility Service Profile

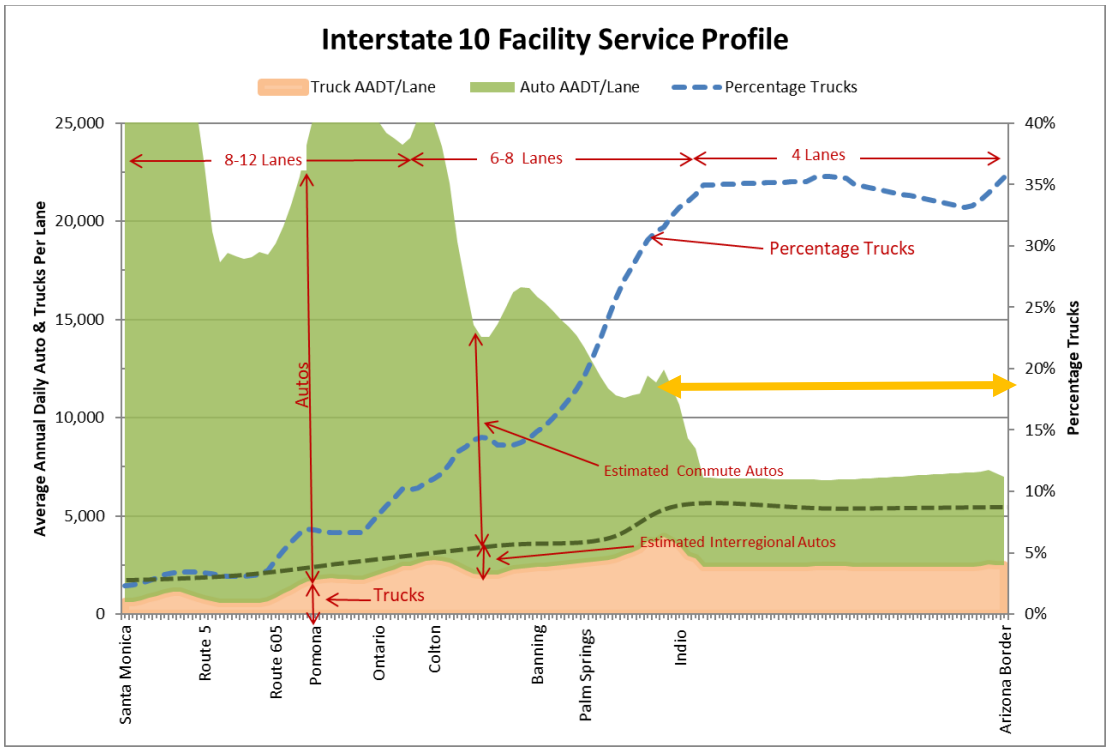


Figure 22: Interstate 15 Facility Service Profile

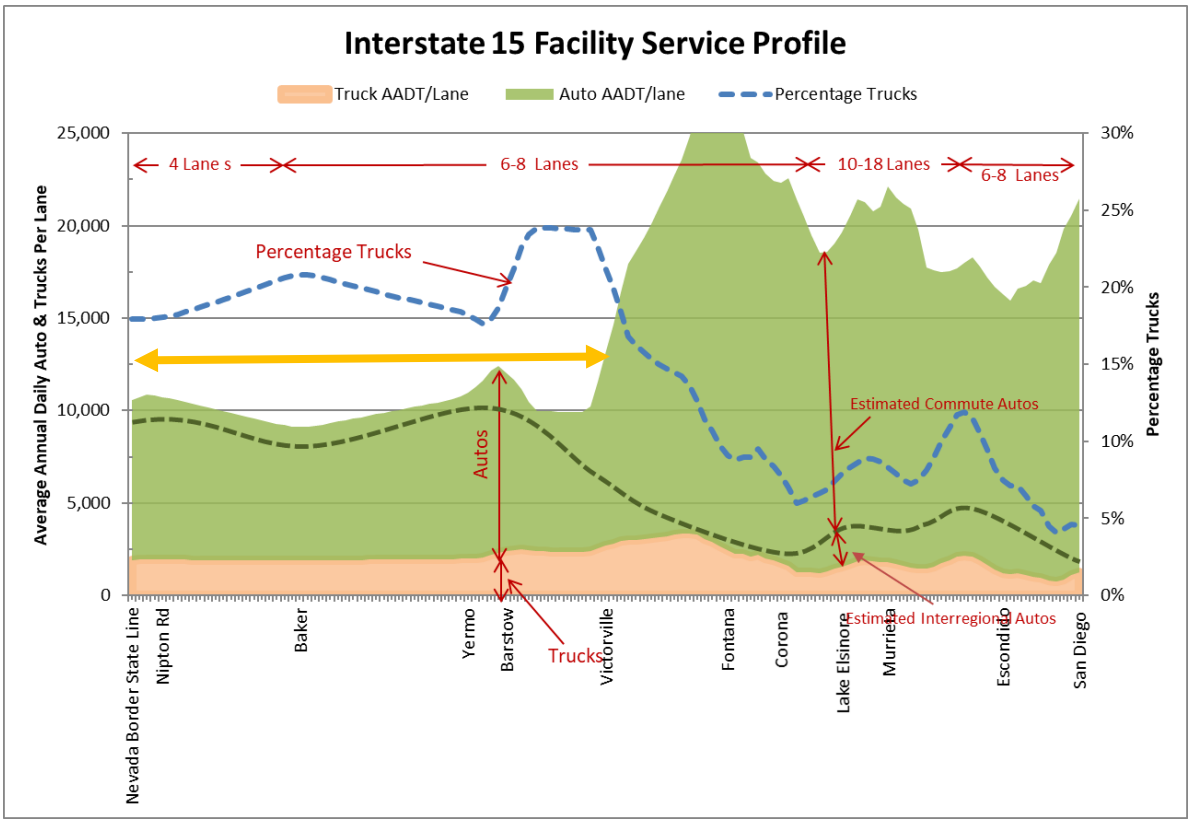


Figure 23: Highway 46 Facility Service Profile

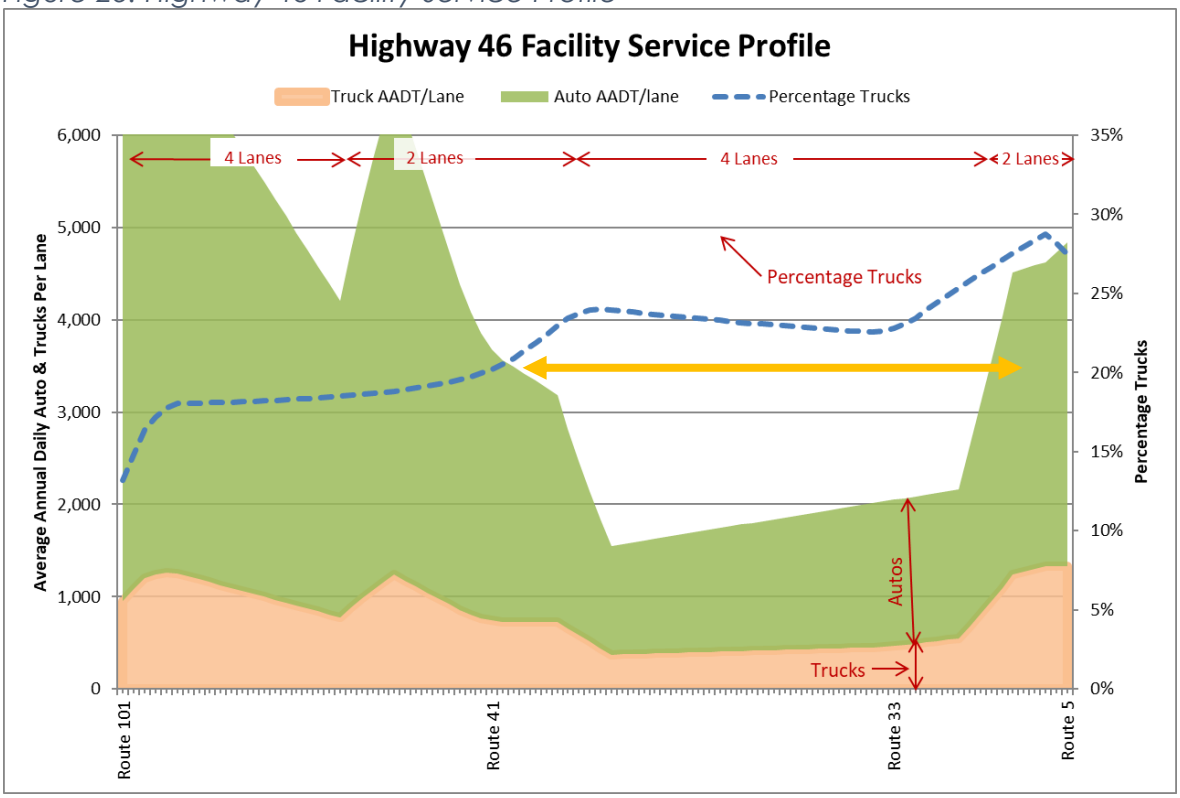
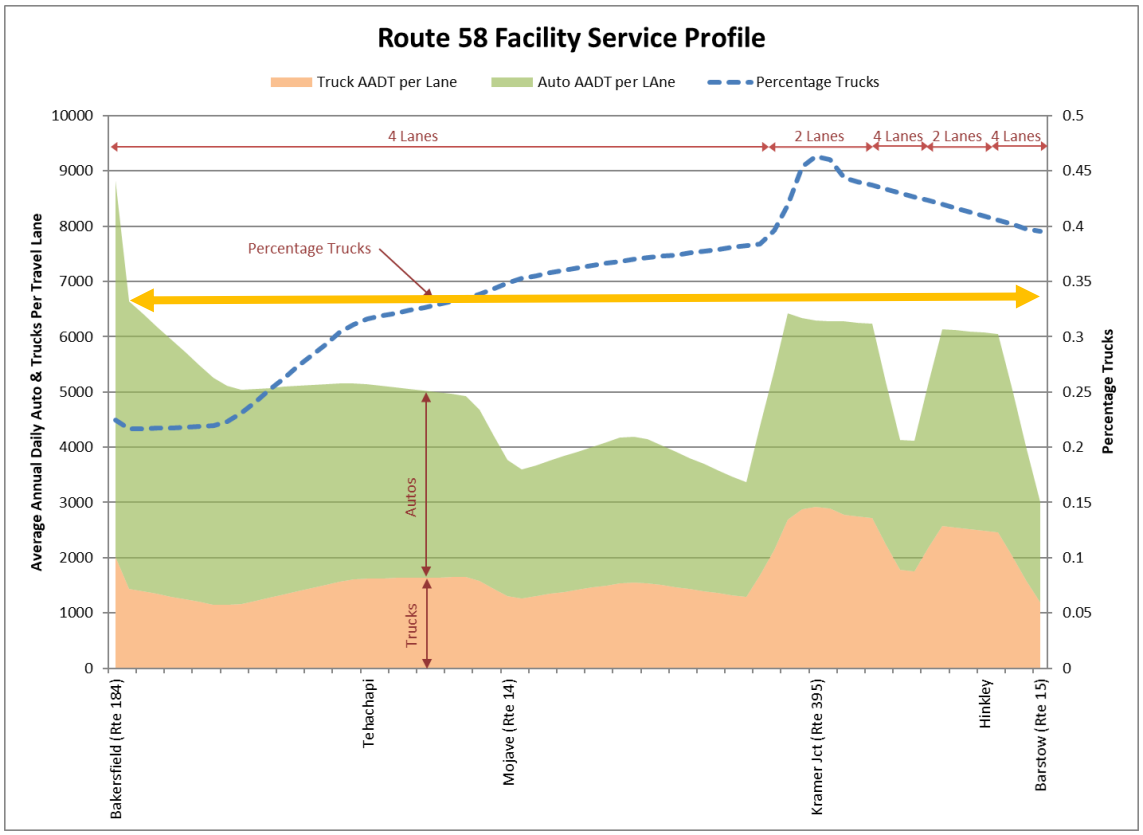


Figure 24: Route 58 Facility Service Profile



Appendix D: Interregional Road System

For purposes of subdivision (e) of Section 164.3, the eligible interregional and intercounty routes include all of the following:

Route 1.

Route 2, between the north urban limits of Los Angeles-Long Beach and Route 138.

Route 4, between the east urban limits of Antioch-Pittsburg and Route 89.

Route 5.

Route 6.

Route 7.

Route 8.

Route 9, between the north urban limits of Santa Cruz and the south urban limits of San Jose.

Route 10, between the east urban limits of San Bernardino-Riverside and the Arizona state line.

Route 12.

Route 14.

Route 15.

Route 16, between the east urban limits of Sacramento and Route 49.

Route 17, between the north urban limits of Santa Cruz and the south urban limits of San Jose.

Route 18, between the City of San Bernardino and the junction with Routes 18 and 138 in Los Angeles County.

Route 20.

Route 25, between Route 146 in San Benito County and Route 101 in Santa Clara County.

Route 28.

Route 29.

Route 36, between Route 5 and Route 395.

Route 37, between the east urban limits of San Francisco-Oakland near Novato and the west urban limits of San Francisco-Oakland near Vallejo.

Route 38, between the east urban limits of San Bernardino-Riverside and Route 18 west of Big Bear Lake.

Route 40.

Route 41, between Route 1 and Yosemite National Park.

Route 44, between the east urban limits of Redding and Route 36.

Route 46, between Route 1 and Route 99.

Route 49, between Route 41 and Route 89.

Route 50.

Route 53.

Route 58, between Route 5 and Route 15.

Route 62.

Route 63, between the north urban limits of Visalia and Route 180.

Route 65, between the north urban limits of Bakersfield and Route 198 near Exeter, and between Route 80 and Route 99 near Yuba City.

Route 68.

Route 70, between Route 99 north of Sacramento and Route 395.

Route 74.

Route 78.

Route 79, between Route 8 and Route 10.

Route 80.

Route 84, between Route 580 and Route 4.

Route 86, between Route 111 in Brawley and Route 10.

Route 88.

Route 89.

Route 94, except within the urban limits of the County of San Diego.

Route 95, between Route 10 and the Nevada state line.

Route 97.

Route 98, between Route 111 and Route 7.

Route 99, with routing to be determined via Route 70 or via Route 99 between Route 70 north of Sacramento and Route 149 north of Oroville.

Route 101.

Route 108, from Route 132 in Modesto to Route 120 east of Oakdale, and between Route 120 at Yosemite Junction and Route 395.

Route 111, between the Mexico border near Calexico and Route 10 near Whitewater.

Route 113, between Route 80 and Route 5.

Route 116, between Route 1 and Route 12.

Route 120, between Route 5 and Route 395.

Route 126, between the east urban limits of Oxnard-Ventura-Thousand Oaks and Route 5.

Route 127.

Route 128.

Route 129, between Route 1 and Route 101.

Route 132, west of Route 99, and between Route 99 and Route 108.

Route 138, between Route 5 and Route 14 in Los Angeles County and between Route 14 in Los Angeles County and Route 18 near Crestline in San Bernardino County.

Route 139, between Route 299 and the Oregon state line.

Route 246, between Route 1 and Route 101.

Route 140, between the east urban limits of Merced and Yosemite National Park.

Route 146.

Route 149.

Route 152, between Route 101 and Route 99.

Route 154.

Route 156, between Route 1 and Route 152.

Route 160, between the north urban limits of Antioch-Pittsburg and the south urban limits of Sacramento.

Route 168, between the east urban limits of Fresno and Route 168 at Florence Lake Road, and between Route 168 near Lake Sabrina and Route 395.

Route 178, between the east urban limits of Bakersfield and Route 14.

Route 180, between the east urban limits of Fresno and Kings Canyon National Park.

Route 188.

Route 190, between Route 65 and Route 127.

Route 198, between Route 5 and the Sequoia National Park.

Route 199.

Route 203.

Route 205.

Route 207.

Route 215.

Route 239.

Route 243.

Route 267.

Route 299, between Route 101 and Route 89, and between Route 139 and Route 395.

Route 330, between the north urban limits of San Bernardino-Riverside and Route 18.

Route 371.

Route 395.

Route 505.

Route 580.

Route 680.

Route 905, except within the urban limits of San Diego.

Appendix E: ITIP Requirements

The State Transportation Improvement Program (STIP) consists of two broad programs, the Regional Transportation Improvement Program (RTIP) funded, from 75 percent of STIP funding and the ITIP, funded from 25 percent of STIP funding. The ITIP is required by California Government Code 14526 (a) that "not later than October 15 of each odd-numbered year, based on the guidelines established pursuant to Section 14530.1, and after consulting with the transportation planning agencies, county transportation commissions, and transportation authorities, the department shall submit to the commission the draft five-year interregional transportation improvement program consisting of all of the following:

1. Projects to improve state highways, pursuant to subdivision (b) of Section 164 of the Streets and Highways Code.
2. Projects to improve the intercity passenger rail system.
3. Projects to improve interregional movement of people, vehicles, and goods."

The statute continues, "(b) Projects included in the interregional transportation improvement program (ITIP) shall be consistent with the state interregional transportation strategic plan prepared pursuant to Section 14524.4."

The ITIP is developed by Caltrans every two years and is dependent on the ITSP for guidance and direction. The priorities identified in the ITSP will be considered as projects are analyzed and selected for future ITIP funding cycles.

Throughout ITIP development, Caltrans works closely with Caltrans districts, along with local and regional partners to identify potential interregional improvement projects during the corridor planning process. Projects considered for ITIP funding must have an approved Project Initiation Document, improve interregional travel, implement the CTP 2050 and ITSP, and meet legislative requirements. The projects will be assessed based on, but not limited to, the ITIP project evaluation criteria (Appendix A).

The ITIP must be programmed consistent with the Streets and Highway Code Section 164(a) as follows:

- At least 60 percent shall be programmed to projects outside urbanized areas on the IRRS and for intercity passenger rail. Of this amount, at least 15 percent of the amount of funds programmed, (9 percent of the ITIP) must be programmed for intercity passenger rail projects, including grade separation projects.
- Up to 40 percent may be programmed to projects anywhere in the State subject to the north/south 40/60 percent split. Projects may be State highway, mass transit fixed guideways, or rail grade separations.