

# 2015 Interregional Transportation Strategic Plan

California Transportation Plan  
Policy Action Committee Meeting  
August 19, 2014  
Scott Sauer



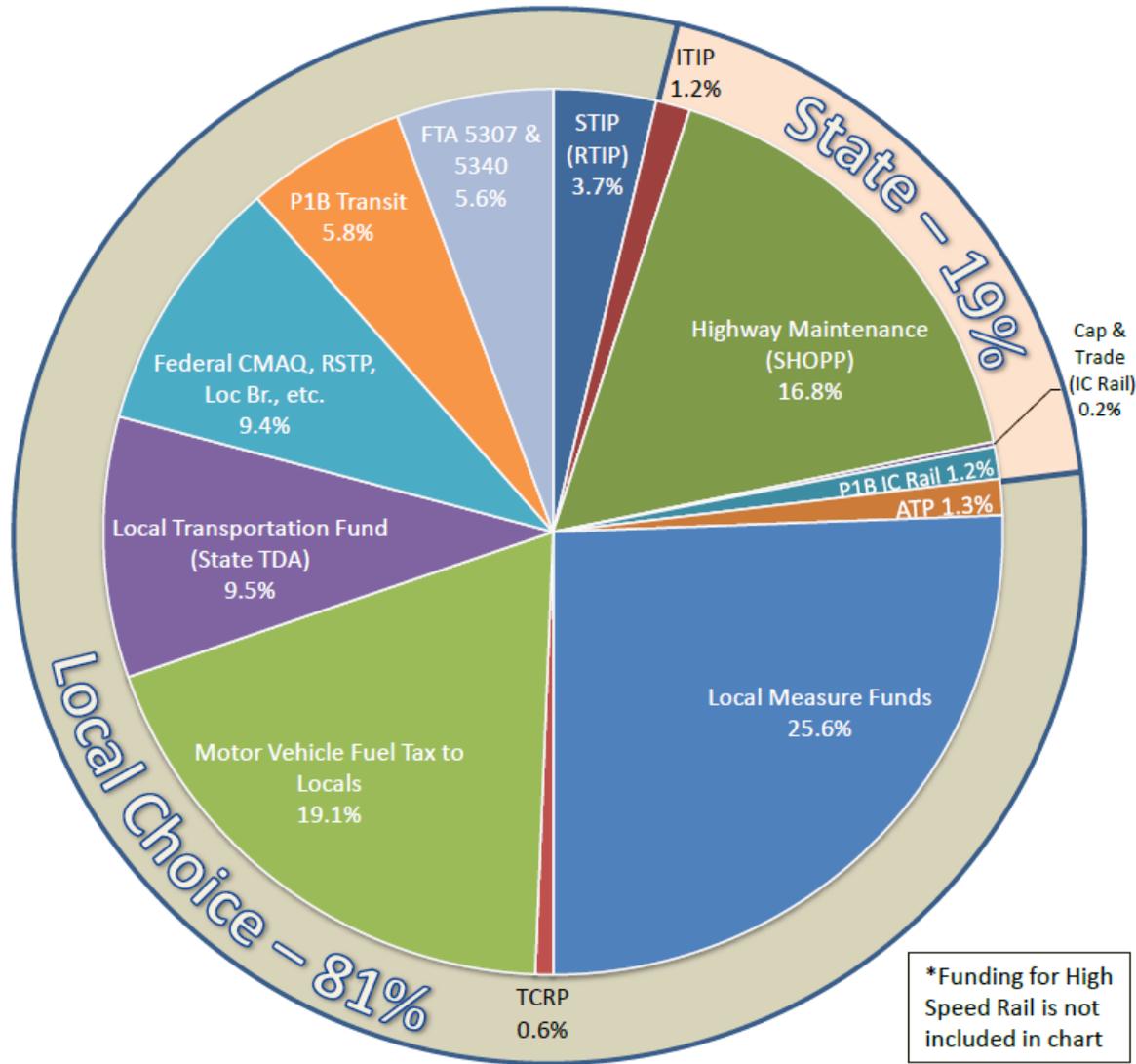
# Presentation Goal

- **The goal of this presentation is to receive feedback on the 2015 Interregional Transportation Strategic Plan (ITSP) draft vision, goals, and focus route analysis methodology.**

# What is the ITSP?

- The ITSP is a Caltrans document that provides guidance for the identification and prioritization of interregional transportation projects.
- The ITSP has guided ITIP funding toward a subset of routes identified in California's Legislatively-designated Interregional Road System (IRRS).

# FY 14-15 Transportation Programs



# The Purpose of the 2015 ITSP

- It will assess if the current 10 Focus Routes are still the priority for Interregional Improvement Program funds.
- It will continue to implement an intercity rail program.
- It will be consistent with the CTP.

# Mission and Vision

**Caltrans' Mission - Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.**

## **CTP 2040**

### **Vision**

California's transportation system is safe, sustainable, and globally competitive. It provides reliable and efficient mobility and accessibility for people, goods, and services while meeting our greenhouse gas emission reduction goals and preserving community character. This integrated, connected, and resilient multimodal system supports a prosperous economy, human and environmental health, and social equity.

## **2015 ITSP**

### **Vision**

A well developed, high quality interregional State Highway and Intercity Passenger Rail network serving as the backbone for the movement of people and goods throughout California.

# Improve Multimodal Mobility and Accessibility for All People

<b>California Transportation Plan 2040</b>	<b>2015 Interregional Transportation Strategic Plan</b>
Improve Multimodal Mobility and Accessibility for All People	Accessibility - Provide access for people and goods to and through all regions of California.
	Reliability - Ensure that the interregional transportation network is reliable and efficient for the movement of people, goods, services, and for emergency response.

# Improve Public Safety and Security

<b>California Transportation Plan 2040</b>	<b>2015 Interregional Transportation Strategic Plan</b>
Improve Public Safety and Security	Safety - Develop and operate a safe interregional transportation network for all travelers.

# Foster Livable and Healthy Communities and Promote Social Equity

<b>California Transportation Plan 2040</b>	<b>2015 Interregional Transportation Strategic Plan</b>
Foster Livable and Healthy Communities and Promote Social Equity	Integration - Optimize multi-modal connectivity throughout interregional transportation network.

# Support a Vibrant Economy

<b>California Transportation Plan 2040</b>	<b>2015 Interregional Transportation Strategic Plan</b>
Support a Vibrant Economy	Economy - Improve interregional connectivity to enhance California's diverse economy.

# Practice Environmental Stewardship

<b>California Transportation Plan 2040</b>	<b>2015 Interregional Transportation Strategic Plan</b>
Practice Environmental Stewardship	Sustainability - Improve and manage California's interregional transportation network in an environmental, economical, and equitable manner.

<b>California Transportation Plan 2040</b>	<b>2015 Interregional Transportation Strategic Plan</b>
Preserve the Multimodal Transportation System	Sustainability - Improve and manage California's interregional transportation network in an environmental, economical, and equitable manner.

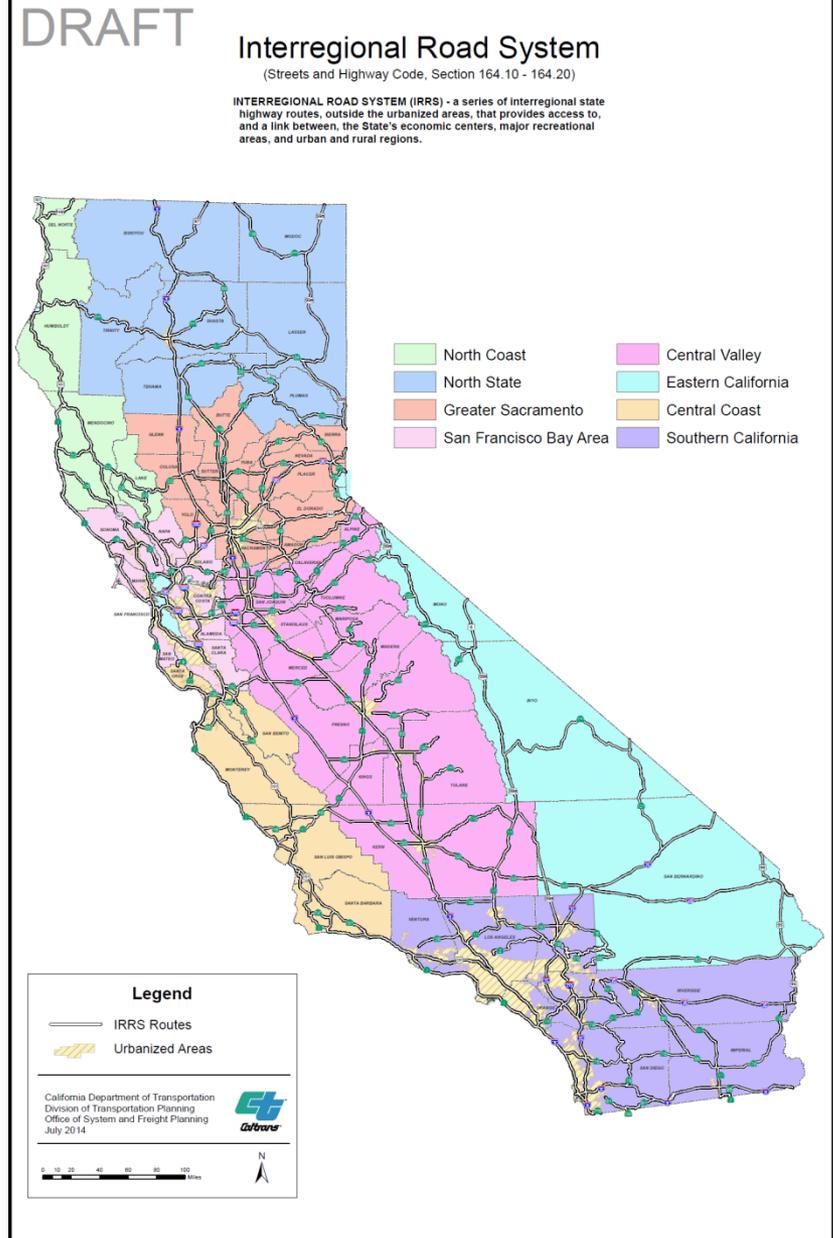
# ITSP Assumptions

- **Caltrans is responsible for interregional travel in California.**
- **All areas of the State of California have value and require a minimum level of access to the Interstate system.**
- **California needs a backbone of State highways to serve interregional needs including goods movement and resiliency.**

# Identify Potential Focus Routes

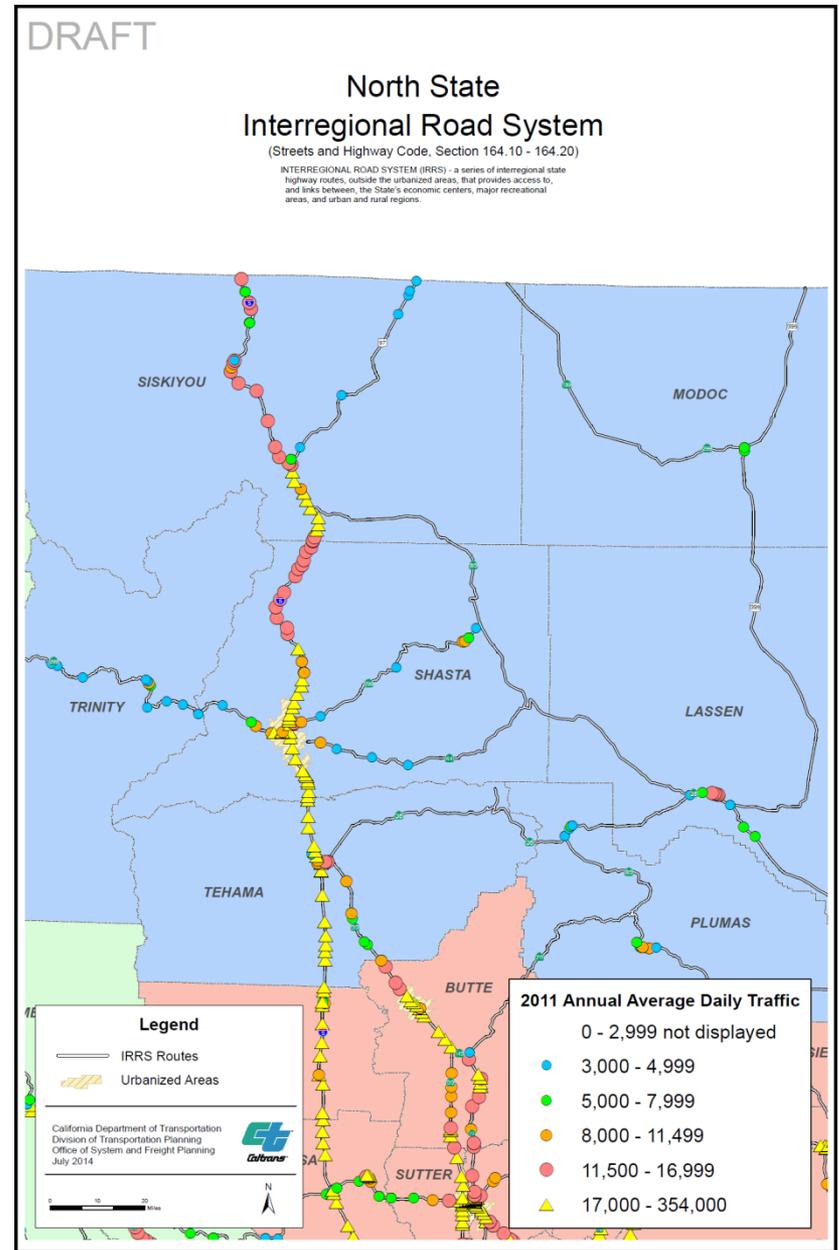
- Identify the major regions of the State.
- Identify all IRRS routes and intercity rail that provide access to and through all regions.
- Determine best interregional State highway north-south and east-west routes through each region.

# Eight Major Regions of California for the ITSP



# North State Analysis

- Initial test for the performance measures
- North-south alternatives:
  - SR 395
  - SR 395, SR 89, I-5, and SR 97



# North State Performance Measures

Region	Direction	Route	Usage	Current Designation	Accessibility	Integration	Reliability	Safety	Sustainability	Economy
North State	North-South	SR 395 to SR 89 (southern portion of the region) to I-5 and SR 97 from I-5 to the Oregon border (would this include SR 36 and SR 44 instead of a portion of SR 89?)	SR 395 from CA/Nevada Stateline to SR 36 (Susanville) - 8,861 AADT & 44,571 TOTAL VMT	The SR 89 portion is not a High Emphasis Route. SR 97 is a High Emphasis Route	(1) Does not directly link to Susanville, but runs near it; (2) Links to Weed, but does not link to Redding or Yreka (connects to an Interstate that does); (3) Functions as a north-south connector through the region to Oregon; (4) In comparison to SR 395, does not reach the eastern portion of the region and is located closer to the north-south Interstate connector (I-5); (5) Travels through the Lassen National Park; Does not connect to Nevada; (6) Connects to Nevada through a segment of SR 299 and just south of the region in Sierra County.	(1) Connects to the Coast Starlight station in Redding & the Connecting Amtrak Throughway Service stop in McKinleyville (in the North Coast Region) via SR 299; (2) No Greyhound routes	SR 395 from CA/Nevada Stateline to SR 36 (Susanville) - 57 MPH	(1) The southern portion of SR 395 is a major STRAHNET Connector - Sierra Army Depot; (2) Three Safety Roadside Rest Areas (and one nearby on I-5)	(1) One electric vehicle charging station on I-5 between SR 89 and SR 97 in Mount Shasta ( <a href="http://www.westcoastgreenhighway.com/electrichighway.htm">http://www.westcoastgreenhighway.com/electrichighway.htm</a> ) and two charging stations are identified as being needed for highways near SR 89 (CA Statewide Plug-in Electric Vehicle Infrastructure Assessment); (2) no compressed natural gas or hydrogen stations;	SR 395 from CA/Nevada Stateline to SR 36 (Susanville) - 10,840 TRUCK VMT
			SR 36 from Junction SR 395 to SR 44 Junction then SR 89 to I-5 junction - 9,304 AADT & 38,751 TOTAL VMT				SR 36 from Junction SR 395 to SR 44 Junction then SR 89 to I-5 Junction - 20,508 TRUCK VMT			
			I-5 from SR 89 Junction to SR 97 Junction - 29,468 AADT & 43,813 TOTAL VMT				I-5 from SR 89 Junction to SR 97 Junction - 17,966 TRUCK VMT			
			SR 97 from I-5 Junction to CA/Oregon Stateline - 13,831 AADT & 59,753 TOTAL VMT				SR 97 from I-5 Junction to CA/Oregon Stateline - 22,058 TRUCK VMT			
North State	North-South	SR 395 from the southern portion of the region to the Oregon border	SR 395 from CA/Nevada Stateline to SR 36 (Susanville) - 8,861 AADT & 44,571 TOTAL VMT	Identified as a Focus Route in the 1998 and 2013 ITSP	(1) Does not directly link to Susanville, but runs near it; (2) Does not link to Weed, Redding, or Yreka (connects to a Focus route that links to an Interstate that does); (3) In comparison to R89/SR 97, covers the eastern portion of the region better; (4) Does not directly link to the Lassen National Forest, connects to it through other routes (including SR 89 and SR 44); (5) Connects to Nevada through a segment of SR 299 and just south of the region in Sierra County.	(1) Connects to the Coast Starlight station in Redding and the Connecting Amtrak Throughway Service stop in McKinleyville (in the North Coast Region) via SR 299; (2) No Greyhound routes	SR 395 from CA/Nevada Stateline to SR 36 (Susanville) - 56 MPH	(1) Congressional High Priority Corridor United States Route 395 Corridor from the United States-Canadian border to Reno, Nevada ; (2) the southern portion of SR 395 is a major STRAHNET Connector - Sierra Army Depot; (3) Two Safety Roadside Rest Areas	(1) No electric vehicle charging stations; (2) no compressed natural gas or hydrogen stations	SR 395 from CA/Nevada Stateline to SR 36 (Susanville) - 10,080 TRUCK VMT
			SR 395 from SR 36 (Susanville) to SR 299 (Alturas) - 3,250 AADT & 13,427 TOTAL VMT				SR 395 from SR 36 (Susanville) to SR 299 (Alturas) - 2,326 TRUCK VMT			
			SR 395 from SR 299 (Alturas) to CA/Oregon - 1,725 AADT & 9,104 TOTAL VMT				SR 395 from SR 299 (Alturas) to CA/Oregon - 1,061 TRUCK VMT			
										Part of the route runs parallel to a UP Railway (SR 97) and a BNSF Railway crosses the route (in Plumas County)
										Part of the route runs parallel to a UP Railway and part of the route (northern portion) runs parallel to railway designated as "Other Railway" in the Rail Plan

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