



Interregional Transportation Strategic Plan Addendum 2022



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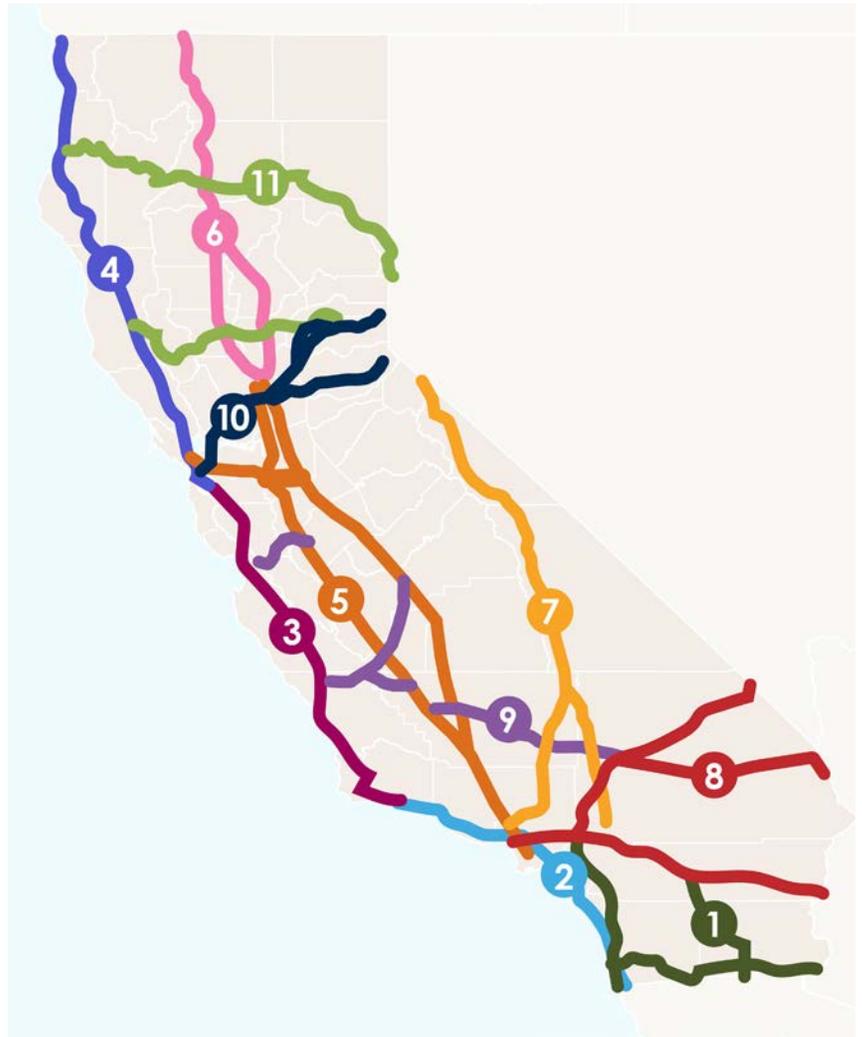
Many of the needs and solutions identified herein are subject to amendment as conditions and experience warrant. It is not intended that any standard of conduct or duty toward the public shall be created or imposed by the publication of this Addendum.

The 2021 ITSP

The Interregional Transportation Strategic Plan (ITSP) is one of the six Caltrans statewide plans that implement the California Transportation Plan 2050 (CTP). The ITSP identifies eleven Strategic Interregional Corridors that connect California's major regions and designates priority interregional highways and railways within each corridor. Last updated in October 2021, the ITSP provides direction on strategies that should be considered when identifying improvements to the interregional system. More information on California's interregional vision is available in the 2021 ITSP.

This Addendum

This Addendum is not an update to the ITSP. It maintains the goals, policies, strategies, and facility designations from the 2021 ITSP. This Addendum helps to implement the 2021 ITSP by providing more detailed information on the needs of each strategic interregional corridor. The Addendum tailors the ITSP's statewide strategies to suit the unique needs of California's diverse regions. It also provides regional context for the new topics added in the 2021 ITSP, including racial equity, public health, climate resilience, and single-occupancy vehicle trip reduction. In doing so, this Addendum is a tool for future State, regional, local, and corridor plans; and investment in the Interregional Transportation Improvement Program (ITIP).



Strategic Interregional Corridors

1. United States/Mexico Border Region - Inland Empire Connections Corridor
2. South Coast - Central Coast Corridor
3. Central Coast - San Jose/San Francisco Bay Area Corridor
4. San Jose/San Francisco Bay Area - North Coast Corridor
5. San Jose/San Francisco Bay Area - Central Valley - Los Angeles Corridor
6. Sacramento Valley - Oregon Border Corridor
7. High Desert - Eastern Sierra - Northern Nevada Corridor
8. Southern California - Southern Nevada/Arizona Corridor
9. Central Coast - San Joaquin Valley East-West Connections Corridor
10. San Jose/San Francisco Bay Area - Sacramento - Northern Nevada Corridor
11. North Coast - Northern Nevada Connections Corridor

The Role of Corridor Plans

Corridor plans play a critical role in improving California's interregional transportation system. These corridor plans--often developed by Caltrans Districts, Metropolitan Planning Organizations or Regional Transportation Planning Agencies--analyze needs and identify solutions for sections of interregional corridors. Because corridor plans have a more focused scale, these plans are the most appropriate place to identify and prioritize projects. To date, there are 25 corridor plans completed and 74 corridor plans in-progress statewide. As shown in the map to the right, most of the plans on priority interregional facilities are concentrated in urban areas. Greater corridor planning work is needed in rural portions of interregional corridors. This Addendum's assessment of the needs of each interregional corridor includes suggestions for topics to explore in future corridor plans.



2018 ITIP 2020 ITIP 2022 ITIP

	2018 ITIP	2020 ITIP	2022 ITIP
Highway Projects	71%	52%	44%
Passenger Rail Projects	29%	48%	52%
Bicycle / Pedestrian Projects	0%	0%	4%

Transitioning ITIP Investment

The Climate Action Plan for Transportation Infrastructure (CAPTI) directs California to shift transportation investments to reduce the impacts of climate change. Caltrans has been making bigger ITIP investments in passenger rail and active transportation, while still completing previously prioritized highway corridors. To aid in this transition, this Addendum emphasizes needs related to mode shift and reducing vehicle miles traveled (VMT).

Addendum Development

The ITSP Addendum was developed from January to December 2022 in partnership with Caltrans Headquarters (HQ) Divisions, Caltrans Districts, external partner agencies, and members of the public. The process began with an evaluation of existing State, regional, and local planning documents along the strategic interregional corridors. Caltrans staff developed a preliminary list of needs from these existing documents. Then, Caltrans held 11 virtual workshops in March and April: one for each of the strategic interregional corridors. At each workshop, Caltrans planning staff presented their initial list of needs for that corridor and solicited stakeholder feedback. The workshops were attended by 384 and their feedback was incorporated into the draft ITSP Addendum. The draft ITSP Addendum was released on August 5, 2022, and presented at the August California Transportation Commission (CTC) meeting. Comments on the draft were collected through September 30, 2022. Throughout the public comment period, staff held weekly office hours where interested stakeholders could discuss their comments in more detail. Caltrans received 130 comments on the draft Addendum. A matrix of comments and responses has been posted with the final ITSP Addendum. This Addendum's multidisciplinary and multimodal perspective on interregional needs would not have been possible without the robust engagement from stakeholders.



Background

Strategies in Action

Corridor Needs

Improve Ev

Wildfire Hazard

- Very High
- High
- Moderate

Photo: Caltrans Capitol



AB

RE

JF

Photo: Caltrans



Community Needs

Throughout the ITSP Addendum Corridor Needs Assessment section are quotes from community members describing their needs for the interregional corridor. These quotes provide new perspective on interregional needs and highlight the ways in which community preferences differ from State goals. These individuals were identified through comments received on the 2021 ITSP, Addendum workshops, and recommendations from stakeholders.

Identifying “Needs”

The ITSP Addendum’s primary purpose is to identify the needs along each of the strategic interregional corridors to support future ITIP investment prioritization. This purpose was outlined in the 2022 STIP Guidelines. For the purposes of this document a “need” is a deficiency in the interregional transportation system or its adjacent communities. While the ITSP Addendum describes needs, in many cases it does not identify solutions or projects to address the need. More detailed advanced planning work is needed to develop solutions to the needs identified in the Addendum. This work is best done at the local, regional, and Caltrans District level to account for the varying contexts along each of the interregional corridors. Additionally, the needs included in each corridor section are not a comprehensive list. Needs were selected for inclusion to provide a high-level overview of corridor conditions and to reduce duplication of topics across the 11 corridors. There are likely many needs not described in this Addendum that would improve interregional travel. As Caltrans corridor plans are completed throughout the State, the additional needs identified should be added to future iterations of the ITSP. The future of corridor plan development is described in more detail in the Implementation section of this Addendum.



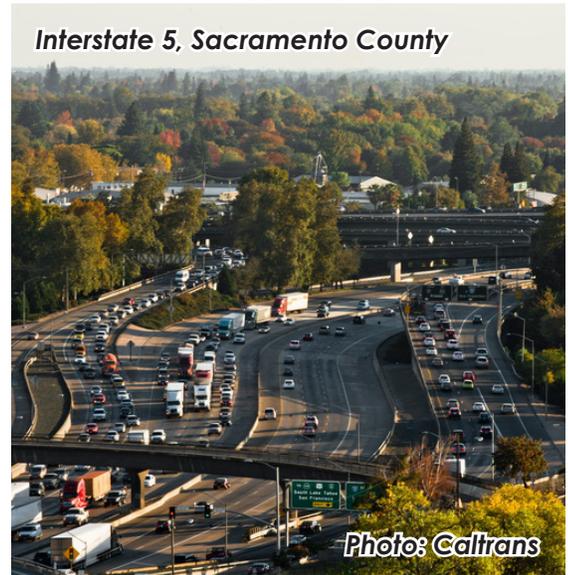
“By no later than December 31, 2022, the Department shall provide an assessment of system needs in strategic interregional corridors identified in the approved Interregional Transportation Strategic Plan, including potential improvements or strategies on the priority interregional facilities. The assessment should consider needs such as, but not limited to safety, multimodal travel choices, congestion relief, goods movement, ability to support evacuation, and adaptation to climate change.” - 2022 STIP Guidelines



2022 ITSP Addendum

How to Use this Addendum

This Addendum is divided into three chapters: Introduction, Needs Assessment, and Implementation. The Needs Assessment chapter is the largest, providing a comprehensive but high-level analysis of the needs of each Strategic Interregional Corridor. This section responds to the 2022 STIP requirement that Caltrans assess the needs of the interregional corridors. The Needs Assessment chapter pulls analysis and concepts from existing plans and studies, and applies them to the interregional transportation system. The Implementation chapter proposes both short-term and long-term actions to address the interregional needs identified throughout this Addendum.



ITSP Goals and Strategies

The 2021 ITSP adopts the CTP's eight goals: Safety, Climate, Equity, Quality of Life and Public Health, Accessibility, Economy, Environment, and Infrastructure. The 2021 ITSP identifies 18 strategies to accomplish these eight goals. The table to the right shows which ITSP strategies accomplish which CTP goals. The 18 strategies are applied in various combinations across the 11 Strategic Interregional Corridors, according to the specific needs of that corridor. The table on page 7 shows which ITSP strategies are applied to which Strategic Interregional Corridors. Within the Needs Assessment chapter of this Addendum, there are sections called "Strategies in Action". They take one of the ITSP strategies for that corridor and provide an example of how that strategy could be implemented. The "Strategies in Action" make clear how different solutions need to be given the diversity of California's regions.

CTP Goals and ITSP Strategies

	Safety	Climate	Equity	Public Health	Accessibility	Economy	Environment	Infrastructure
Access Management	X		X	X	X			
Balance Local and Interregional Travel Needs	X		X	X	X			
Expand Express Bus Service	X	X	X	X			X	
Expand Truck Parking	X		X			X		X
Expand Zero Emission Vehicle (ZEV) Infrastructure	X	X	X	X			X	
Implement Advanced Technology	X		X		X			X
Implement Managed Lanes	X		X		X	X		X
Improve Evacuation	X	X	X	X			X	
Improve Highway State of Good Repair	X		X			X		X
Improve Safety	X		X					
Increase Modal Options	X	X	X	X	X		X	X
Surface Transportation Assistance (STAA) Access	X		X	X		X		X
Support Freight Alternatives to Trucks to Reduce VMT	X	X	X				X	X
Truck Climbing Lanes	X		X			X		X
High-Speed Rail System Development	X	X	X	X	X	X	X	X
Integrate Rail Systems	X	X	X	X	X	X	X	X
Expand First/Last Mile Rail Station Access	X	X	X	X	X	X	X	X
Increase Intercity Rail Service	X	X	X	X	X	X	X	X

ITSP Strategies and Strategic Interregional Corridors

	US/Mexico - Inland Empire Corridor	South Coast - Central Coast Corridor	Central Coast - Bay Area Corridor	Bay Area - North Coast Corridor	Bay Area - Los Angeles Corridor	Sacramento - Oregon Corridor	High Desert - Northern Nevada Corridor	Southern California - Arizona Corridor	Central Coast - San Joaquin Valley Corridor	Bay Area - Northern Nevada Corridor	North Coast - North Nevada Corridor
Access Management		X	X		X					X	X
Balance Local Community and Interregional Travel Needs	X	X	X	X	X	X	X	X	X	X	X
Expand Express Bus Service Consistent with the California Intercity Bus Study	X	X	X	X	X	X	X	X	X	X	X
Expand Truck Parking	X	X	X	X	X	X	X	X	X	X	X
Expand Vehicle and Freight Truck ZEV Charging and Fueling Infrastructure	X	X	X	X	X	X	X	X	X	X	X
Implement Advanced Technology	X	X	X	X	X	X	X	X	X	X	X
Implement Managed Lanes to Maximize People Movement	X	X	X	X	X	X		X	X	X	
Improve Emergency Evacuation Alternatives		X	X		X	X	X		X	X	X
Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair	X	X	X	X	X	X	X	X	X	X	X
Improve Safety	X	X	X	X	X	X	X	X	X	X	X
Increase Connectivity and Accessibility to Modal Options	X	X	X	X	X	X	X	X	X	X	X
Provide STAA Access			X	X	X	X				X	
Support Freight Alternatives to Trucks to Decrease VMT	X	X	X	X	X	X	X	X	X	X	X
Truck Climbing and/or Passing Lanes in Locations with Steep Grades			X			X			X	X	
High-Speed Rail System Development Consistent with the California State Rail Plan (CSRP)	X	X	X		X		X	X			
Improve Integration Between Regional, Intercity and High-Speed Rail Systems to Create a Comprehensive Rail Network in the Corridor	X	X	X	X	X	X		X			
Expand First/Last Mile Rail Station Access				X	X						
Increase Intercity Rail Service Consistent with the CSRP	X	X	X	X	X	X		X		X	