

2015 Interregional Transportation Strategic Plan

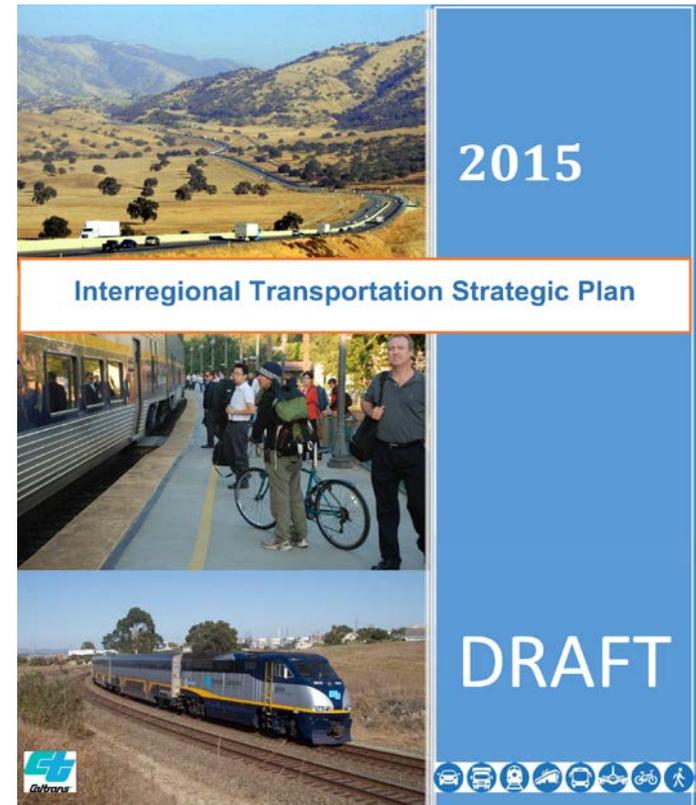
CTC Meeting
May 28, 2015

Katie Benouar, Chief
Division of Transportation Planning



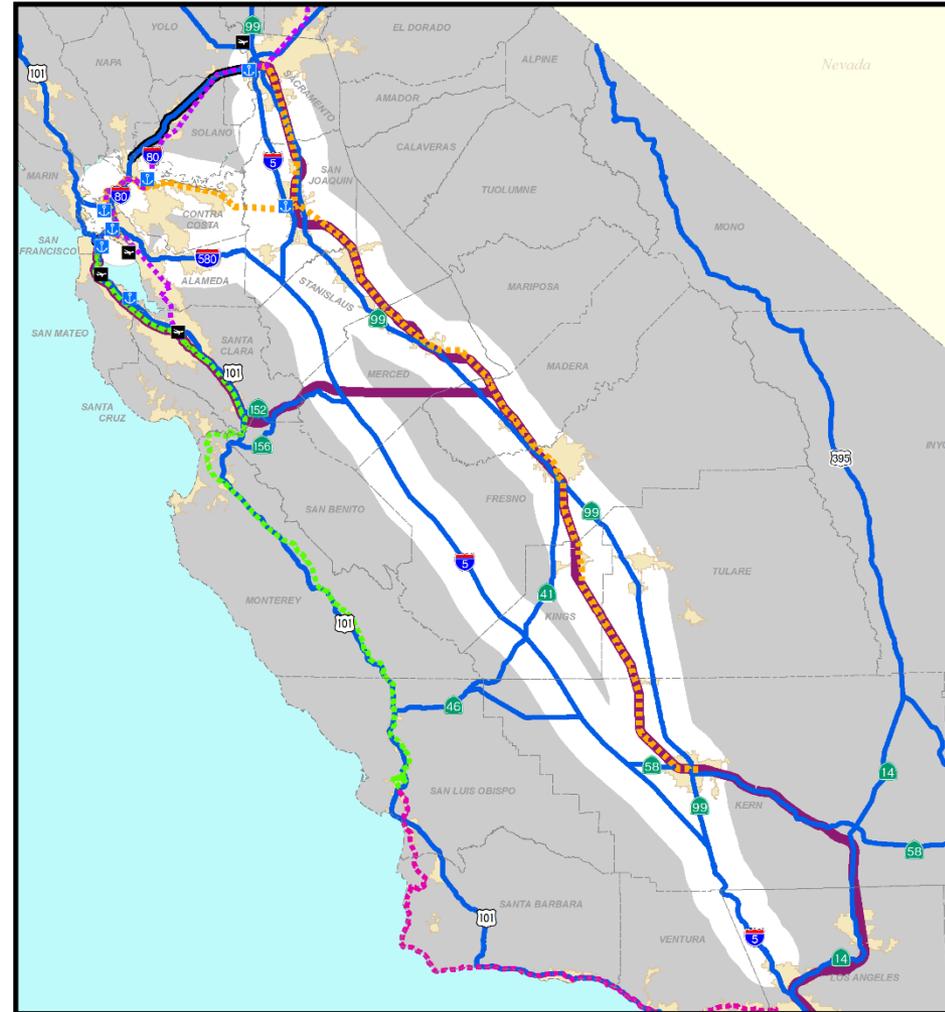
What is the Interregional Transportation Strategic Plan (ITSP)?

- The ITSP is a Caltrans prepared plan that provides guidance for the identification and prioritization of interregional transportation improvements and implements Caltrans' new goals and the Governor's sustainability goals.



Strategic Interregional Corridors

- Eleven Strategic Interregional Corridors
- San Jose/San Francisco Bay Area – Central Valley – Los Angeles Corridor



San Jose/San Francisco Bay Area -- Central Valley -- Los Angeles Corridor

| | |
|-------------------------|------------------------------------|
| Highway within Corridor | Airport |
| Intercity Rail | Seaport |
| Capitol Corridor | Transportation Corridor |
| San Joaquin | Urbanized Area |
| Pacific Surfliner | Priority Highway in Other Corridor |
| Proposed Coast Daylight | |
| High Speed Rail | |

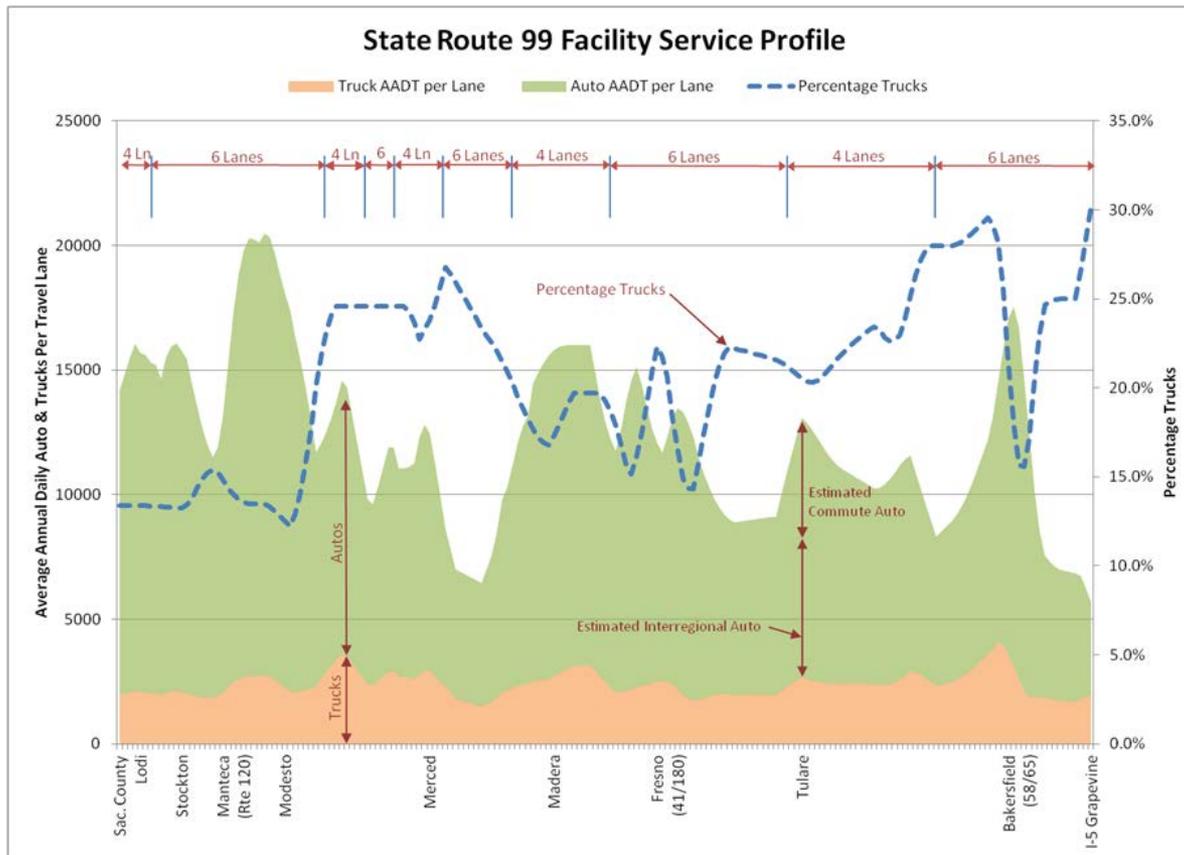
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California Department of Transportation
Division of Transportation Planning
Office of Multi-Modal System Planning
May 2015



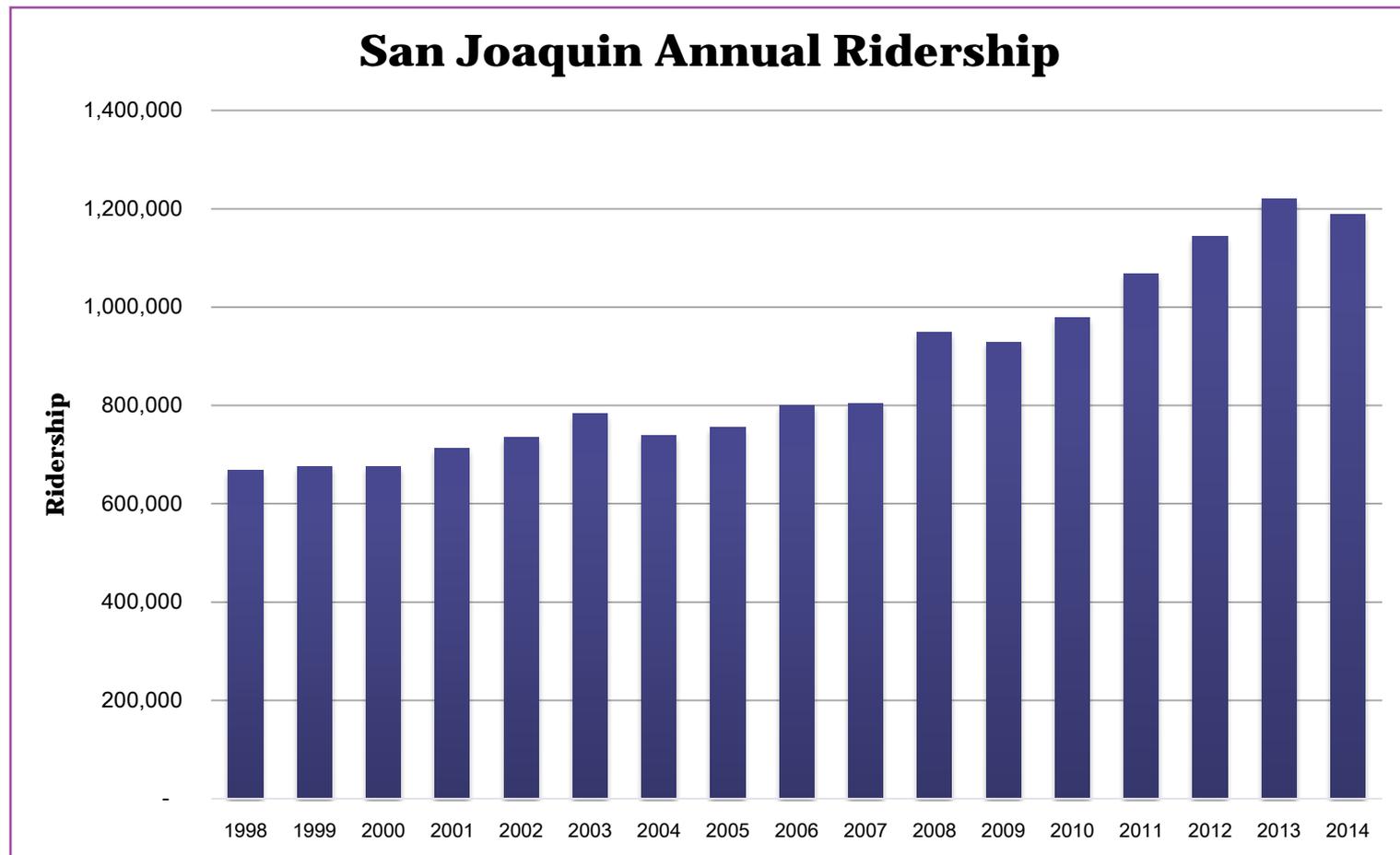
State Route 99 Service Profile

San Jose/San Francisco Bay Area - Central Valley - Los Angeles Corridor



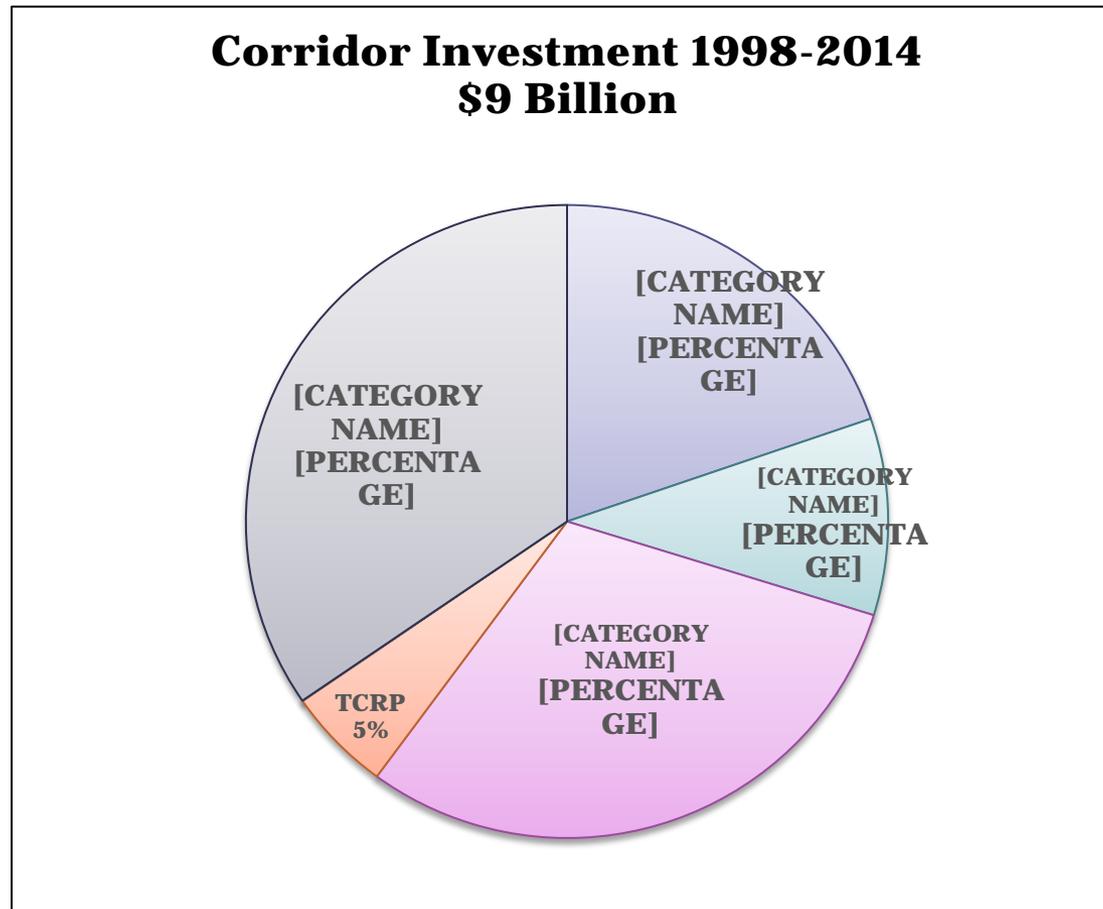
San Joaquin Intercity Rail Ridership

San Jose/San Francisco Bay Area - Central Valley - Los Angeles Corridor



Total Corridor Investment

San Jose/San Francisco Bay Area - Central Valley - Los Angeles Corridor



Connecting the ITSP and the ITIP

- Strategic Interregional Corridors – The first priority for ITIP funding should be for corridors and facilities identified in the ITSP.
- Greatest interregional merit - This is generally measured by the potential for passenger growth in an intercity rail line or by greatest relative truck (freight) movement on an existing highway.

Improvement Strategies for the ITIP

- Investments in intercity rail corridors that affordably increase opportunity for additional long distance passenger rail trips per day.
- Investments to close capacity gaps along facilities or to widen facilities for the purposes of maximizing freight carrying capacity.
- Facility conversion to expressway or freeway for reasons of cross collision safety, cross roadway agricultural equipment movement safety, and freight movement.

ITSP-ITIP Schedule

2015 ITSP

- ITSP public review closes June 8, 2015
- Final 2015 ITSP submitted to CTC by June 30, 2015

2016 ITIP

- Draft ITIP submitted to CTC by October 15, 2015
- ITIP Hearing completed by November 15, 2015
- Final ITIP submitted to CTC by December 15, 2015
- CTC adopts the ITIP in March 2016

Contact Information

For more information refer to our website:

<http://www.dot.ca.gov/hq/tpp/offices/oasp/itsp.html>

Comments and questions can be sent to:

HQ.System.Planning@dot.ca.gov