TERRI ANDERSEN – Nevada City City Council
NATE BEASON – Nevada County Board of Supervisors
CAROLYN WALLACE DEE – Truckee Town Council
JASON FOUYER – Grass Valley City Council (2015 Vice-Chair)
ANN GUERRA – Member-At-Large
LARRY JOSTES – Member-At-Large (2015 Chairman)
ED SCOFIELD – Nevada County Board of Supervisors

DANIEL B. LANDON, Executive Director
Nevada County Transportation Commission
Nevada County Airport Land Use Commission

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File: 260.0
370.0

September 25, 2015

Will Kempton, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Mr. Kempton:

Subject: Proposed Adoption of the 2015 Interregional Transportation Strategic Plan (ITSP).

The Nevada County Transportation Commission (NCTC), Colusa County Transportation Commission (CCTC), Placer County Transportation Planning Agency (PCTPA), and the Sacramento Area Council of Governments (SACOG) respectfully request that the California Transportation Commission (CTC), as part of the adoption of the 2015 ITSP, direct Caltrans to expand the North Coast – Northern Nevada Strategic Interregional Corridor to include the segments of State Route (SR) 20 (east of Interstate 5 to Interstate 80) and SR 49 (south of SR 20 to Interstate 80).

The 1998 ITSP included both of the aforementioned segments of the SR 20 and SR 49 corridors as "Focus Routes" and identified them as major east-west interregional connectors. As Focus Routes these facilities were identified as part of the ten Interregional Road System (IRRS) corridors of highest priority in the state for completion to minimum facility standards in the twenty-year period.

In order to honor the existing partnerships and commitments that have been made with Caltrans, and to maintain the opportunity to work collaboratively to fund the identified improvements in these priority interregional corridors, it is critical that the segments of SR 20 (east of Interstate 5 to Interstate 80) and SR 49 (south of SR 20 to Interstate 80) be included in the North Coast – Northern Nevada Strategic Interregional Corridor as part of the adoption of the 2015 ITSP.

Thank you again for your consideration.

Sincerely,

Daniel B. Landon
Executive Director, NCTC

Scott M. Lanphier
Executive Director, CCTC

Celia McAdam
Executive Director, PCTPA

Mike McKeever
Chief Executive Officer, SACOG

101 Providence Mine Road, Suite 102, Nevada City, California 95959 · (530) 265-3202 · Fax (530) 265-3260
E-mail: nctc@nccn.net · Web Site: www.nctc.ca.gov

cc: Assemblyman Brian Dahle
First Assembly District

Senator Ted Gaines
First Senate District

Assemblyman James Gallagher
Third Assembly District

Senator Jim Nielsen
Fourth Senate District

TERRI ANDERSEN – Nevada City City Council
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ED SCOFIELD – Nevada County Board of Supervisors

NEVADA COUNTY TRANSPORTATION COMMISSION
NCTC

DANIEL B. LANDON, Executive Director
Nevada County Transportation Commission
Nevada County Airport Land Use Commission

Grass Valley · Nevada City — Nevada County · Truckee

File: 260.0

September 22, 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Dougherty:

SUBJECT: Comments on the *2015 Interregional Transportation Strategic Plan* (ITSP)

The Nevada County Transportation Commission (NCTC) and Colusa County Transportation Commission (CCTC) respectfully request that Caltrans amend the 2015 ITSP and expand the North Coast-Northern Nevada Strategic Interregional Corridor to include the segments of State Route (SR) 20 (east of Interstate 5 to Interstate 80) and SR 49 (south of SR 20 to Interstate 80). In the 2015 ITSP, Chapter 4, in describing the North Coast-Northern Nevada connections, the report states, "The second corridor is from Mendocino County to Nevada County." However, the portions of the SR 20 corridor (east of Interstate 5 to Interstate 80) and SR 49 corridor (south of SR 20 to Interstate 80) were omitted from the maps depicting the strategic corridors.

As "Focus Routes" in the previous versions of the ITSP, the planned improvements in these corridors meet the goals and objectives of the Caltrans Strategic Management Plan 2015-2020, California Transportation Plan 2040, and the 2015 ITSP. The planned projects in these corridors will improve the highway capacity consistency between logical end points, improve the efficiency of goods movement, improve corridor safety, reduce congestion, enhance multi-modal options and connectivity, and reduce emissions of ozone pre-cursors and greenhouse gas (GHG) emissions.

Caltrans Strategic Management Plan Goal 1: Safety and Health: *"Provide a safe transportation system for workers and users and promote health through active transportation and reduced pollution in communities."*

SR 49 from Dry Creek Road in Placer County to south of the McKnight Way Interchange in Nevada County is designated as a "Safety Corridor" and daylight/headlight section, due to the history of fatal and severe collisions in the corridor. Completion of the planned improvements are needed in order to reduce and help prevent fatal and severe collisions. Additionally, completion of the planned improvements in the SR 49 corridor will provide 8'-10' shoulders, which will improve the safety of bicyclists and enhance the existing function as an interregional bicycle facility.

101 Providence Mine Road, Suite 102, Nevada City, California 95959 · (530) 265-3202 · Fax (530) 265-3260
E-mail: nctc@nccn.net · Web Site: www.nctc.ca.gov

Additionally, both SR 20 and SR 49 are utilized as Emergency Detour Routes when Interstate 80 is closed for major accidents, wildfires, and construction, and are designated to be able to handle STAA and CA Legal Trucks. Data collected by the Caltrans District 3 Traffic Management Center indicate that between 2004 and 2014 there were 188 closures of Interstate 80 where truck traffic and passenger vehicles were rerouted onto SR 20 and SR 49. With truck and passenger volumes forecasted to increase on SR 20, SR 49, and Interstate 80, it is critical that SR 20 and SR 49 are included in the North Coast-Northern Nevada Strategic Interregional Corridor to ensure improvements can be constructed that reduce congestion, improve safety, reduce delays, improve freight system efficiency, and facilitate the movement of recreational traffic and goods through these corridors during detour events.

Caltrans Strategic Management Plan Goal 3: Sustainability, Livability, and Economy: *"Make long-lasting, smart mobility decisions that improve the environment, support a vibrant economy, and build communities, not sprawl."*

The planned improvements in these corridors will improve the quality of life by providing mobility options and increasing accessibility to all modes of transportation. The SR 49 corridor plays a key role in providing interregional multi-modal connectivity as an interregional public transit corridor, providing transit connections between Nevada and Placer County and access to the Amtrak Capital Corridor Inner-City Passenger Rail station in Auburn. As mentioned earlier, the planned improvements in the corridor will also enhance interregional bicycle travel. The SR 20 interregional transit corridor provides transit connections between Colusa County and Yuba City in Sutter County, where passengers can connect to Yuba-Sutter Transit and access the Sacramento Commuter and Sacramento Midday Express transit services.

Both western Nevada County and Sutter County are designated as non-attainment under the federal 8-hour Ozone air quality standards, and Placer County is designated as non-attainment for the federal 8-hour ozone standard, carbon monoxide, and particulate matter 2.5. Completion of the planned improvements in the SR 20 and SR 49 corridors will enhance multi-modal connections and options, and will reduce congestion related emissions of ozone precursors and GHG emissions.

To not include SR 20 and SR 49 in the North Coast-Northern Nevada Strategic Interregional Corridor will negatively affect the state and regional economy. As documented in the *Bay to Tahoe Basin Recreation and Travel Impact Study*, a transportation network functions properly when it successfully supports vital social and economic connections between and within regions. This is particularly true when a region's economy is dependent on travel and tourism. Simply stated, if travelers and tourists cannot easily reach a tourism destination, they are much less likely to go the first time or be a repeat consumer. It is clear that transportation policies and investments significantly impact the accessibility and the number and type of destinations available to tourists, and the overall health of a region's tourism and associated economy. More succinctly stated, the success of a specific tourism market is largely tied to its supporting transportation infrastructure.

SR 20 and SR 49 provide access to many historical tourism and popular recreation sites in Nevada County, as well as Placer County, Yuba County, Sutter County, and Colusa County. These regions are part of the "Sacramento Valley", "Gold Country", and "High Sierra" California tourism regions actively marketed by the California Travel and Tourism Commission and its private sector partners through the Visit California program and VisitCalifornia.com.

Goal 4: System Performance: *Utilize leadership, collaboration and strategic partnerships to develop an integrated transportation system that provides reliable and accessible mobility for travelers."*

NCTC has been a committed partner with Caltrans in the planning, programming, and construction of improvements in the SR 20 and SR 49 corridors. In your August 17, 2015 response to NCTC's comment letter on the Draft 2015 ITSP, you state "In the first 15 years of the 1998 Interregional Transportation Strategic Plan's 20-year plan, only 32 percent of the identified improvements were completed; this shows the need to sharpen the alignment of interregional objectives with expected funding". This statement is surprising because the improvements that have been constructed in the SR 49 corridor, due to NCTC's continued investment of Regional Improvement Program (RIP) funding and partnership with Caltrans, constitute part of the 32 percent of the improvements you reference. It seems short-sighted to abandon this strategic partnership and not finish the remaining improvements in this corridor. The ITSP should be a comprehensive plan for the interregional system, and not a plan that is developed on the basis of current financial constraints.

Previous Caltrans investments of approximately $20.7 million in the SR 49 corridor have leveraged approximately $23.7 million funding committed by NCTC. Completing the planned improvements in the SR 49 corridor are a top regional priority of the NCTC and will continue to be one of the top priorities in current and future State Transportation Improvement Program (STIP) cycles. NCTC, in the 2014 STIP, programmed $3 million of RIP funds in FY 2015/16 for Project Approval/Environmental Documentation (PA/ED) for the next phase of widening SR 49, from the northern limits of the SR 49/La Barr Meadows Road Project to the McKnight Way Interchange in Grass Valley; and programmed $3 million of RIP funds in FY 2017/18 for Plans, Specifications, and Estimates (PS&E).

The planned improvements in the SR 20 and SR 49 corridors have been selected in partnership with Caltrans after exploring all options to reduce peak period travel times, congestion, delay, and improve safety in the development of the SR 49 Corridor System Management Plan and the Transportation Concept Report for the SR 20 corridor. There are no parallel facilities to SR 20 and SR 49, and implementation of intelligent transportation systems, operational strategies, demand management strategies, and congestion pricing strategies are not viable alternatives to the identified improvements.

SR 49 acts as a lifeline route to several communities in Nevada, Placer, and Sierra Counties, and is the major interregional state highway connecting to the Interstate 80 gateway. The SR 20 and SR 49 corridors serve the major east/west interregional movement for people and goods across the northern Central Valley, linking U.S. 101, Interstate 5, SR 99, SR 70, and Interstate 80. These routes are part of a North state "crossroads" or "hub" for agricultural goods movement in the North Valley and through the Yuba City/Marysville urbanized area for connections to SR 99 and SR 70; and connect the SR 49 corridor in Nevada and Placer County to Interstate 80.

The closest east-west strategic interregional corridor to SR 20 is 100 miles north on I-5 (SR 44 in Redding) or 50 miles south (I-80 in Sacramento). SR 44 from Susanville to I-5 at Redding, also a former Focus Route, was included in one of the North Coast-Northern Nevada Strategic Interregional Corridors. However, the segments of SR 20 (east of I-5 to I-80), and SR 49 (from SR 20 to I-80), were not included, despite the fact that truck traffic on SR 20 and SR 49 are 4.5 and 3.2 times higher than truck traffic on SR 44.

Segments of SR 20 and SR 49 currently operate at Level of Service (LOS) "E" and LOS "F" during peak periods. Improvements to the freight transportation infrastructure are needed in order to maintain an efficient transportation system that provides for effective goods movement in the SR 20 and SR 49 corridors. The *2015 Caltrans District 3 Goods Movement Study* projects that between 2012 and 2032, the vehicle-miles traveled by heavy duty trucks (5+ axle trucks) is forecast to increase 64% in Colusa County and 69% in Nevada County.

The study also identifies the segment of SR 20 between SR 99 and SR 70 in Sutter and Yuba County and the segment of SR 49 south of SR 20 to the Nevada County/Placer County line as having a high deficiency for goods movement mobility in the base year. In the no-build forecast, SR 20 from SR 99 in Sutter County to just west of the Nevada County line, SR 20 east of Nevada City to the junction with Interstate 80, and the segment of SR 49 from south of SR 20 to the Nevada County line are identified as having high deficiency for goods movement mobility. SR 20, east of the Yuba County/Nevada County border, is identified as a segment of highest priority in Caltrans District 3 for improving goods movement mobility.

The funding partnership of RIP funds programmed by the NCTC, Sacramento Area Council of Governments, Placer County Transportation Planning Agency, and Colusa County Local Transportation Commission, and Interregional Improvement Program (IIP) funds programmed by Caltrans, advance both regional and statewide goals and leverage additional funding. Without the critical partnership of both IIP and RIP funds, the regional agencies and Caltrans will not be able to complete the planned improvements in these key interregional corridors.

In order to honor the existing partnerships and commitments that have been made with Caltrans, and to continue to work collaboratively to fund the improvements in these priority interregional corridors, it is critical that the segments of SR 20 (east of Interstate 5 to Interstate 80) and SR 49 (Grass Valley to Interstate 80) be included in the 2015 ITSP as part of the North Coast-Northern Nevada Strategic Interregional Corridor.

Thank you again for your consideration of these important facts.

Sincerely,

Daniel B. Landon
Executive Director, NCTC

Scott M. Lanphier
Executive Director, CCTC

cc: Assemblyman Brian Dahle
First Assembly District

Senator Ted Gaines
First Senate District

Assemblyman James Gallagher
Third Assembly District

Will Kempton, Executive Director
California Transportation Commission

Senator Jim Nielsen
Fourth Senate District

TERRI ANDERSEN – Nevada City City Council
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DANIEL B. LANDON, Executive Director
Nevada County Transportation Commission
Nevada County Airport Land Use Commission

Grass Valley · Nevada City
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File: 260.0

August 13, 2015

Will Kempton, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Mr. Kempton:

SUBJECT: Proposed Adoption of the *2015 Interregional Transportation Strategic Plan* (ITSP)

The Nevada County Transportation Commission (NCTC) respectfully requests the CTC take into consideration the facts provided in this letter at its August meeting and include SR 20 and SR 49 in the identified Strategic Interregional Corridors in the adoption of 2015 ITSP.

The NCTC has been a committed partner with Caltrans in the planning, programming, and construction of improvements in the SR 20 and SR 49 corridors in Nevada County. The *1998 ITSP* included both State Route SR 20 and SR 49 corridors as "Focus Routes". As Focus Routes these facilities were identified as part of the ten Interregional Road System (IRRS) corridors of highest priority in the state for completion to minimum facility standards in the twenty year period. All of the Focus Routes with the exception of SR 20, SR 49, SR 198, and SR 395 were included in the proposed Strategic Interregional Corridors. The improvement of SR 20 and SR 49, and the continued partnership with Caltrans, are a top regional priority in Nevada County.

The development of the *Draft 2015 ITSP* update included a shift away from the previous priority route designation of Focus Routes to acknowledge more of a multi-modal approach to planning improvements in the IRRS corridors, and proposes what are now called "Strategic Interregional Corridors". However, when the *Draft 2015 ITSP* was released, NCTC was troubled to learn that SR 20 and SR 49 were not included in any of the proposed Strategic Interregional Corridors. Eighteen comment letters, including the one from NCTC, expressing concerns and arguing the merit of inclusion in the Strategic Interregional Corridors were submitted to Caltrans, but there has been no response received to date.

The *Draft 2015 ITSP*, in reference to the *1998 ITSP*, states, "Those funding priorities have not changed, however significant statewide policies and goals have emerged since then". The omission of the SR 20 corridor (east of Interstate 5 to Interstate 80) and the SR 49 corridor (Grass Valley to Interstate 80), from inclusion in the identified Strategic Interregional Corridors in the *Draft 2015 ITSP* is not consistent with previous priorities and does not reflect the interregional importance of these corridors. The *Draft 2015 ITSP* also states, "A goal of this ITSP is to develop a more realistic interregional investment strategy that better match current funding levels and restrictions." The ITSP should be a comprehensive plan for the interregional

system and not a plan that is developed on the basis of current financial constraints. NCTC recognizes that funding constraints in the Interregional Improvement Program (IIP) may, in the short-term, direct funding priorities to other corridors, but not including SR 20 and SR 49 in Strategic Interregional Corridors clearly leaves the improvements needed in these corridors with no realistic hope of being completed. Failing to invest in the improvement of these corridors will have a significant negative effect on both the regional and state economy.

The SR 20 and SR 49 corridors serve the major east/west interregional movement for people and goods across the northern Central Valley, linking U.S. 101, Interstate 5, SR 99, SR 70, and Interstate 80. These routes are part of a North state "crossroads" or "hub" for agricultural goods movement in the North Valley and through the Yuba City/Marysville urbanized area for connections to SR 99 and SR 70; and connect the SR 49 corridor in Nevada and Placer County to Interstate 80. SR 44 from Susanville to I-5 at Redding, also a former Focus Route, was included in the North Coast-Northern Nevada Strategic Interregional Corridor. However, the segment of SR 20, east of I-5 to I-80, and SR 49 from SR 20 to I-80, were not included in a strategic corridor, notwithstanding the fact that truck traffic on SR 20 and SR 49 are 4.5 and 3.2 times higher than truck traffic on SR 44.

Additionally, both SR 20 and SR 49 are utilized as Emergency Detour Routes when Interstate 80 is closed for major accidents, wildfires, and construction and are designated to be able to handle STAA and CA Legal Trucks. Data collected by the Caltrans District 3 Traffic Management Center indicate that between 2004 and 2014 there were 188 closures of Interstate 80 where truck traffic and passenger vehicles were rerouted onto SR 20 and SR49.

Segments of SR 49 currently operate at Level of Service "F" during peak periods. The *2015 Caltrans District 3 Goods Movement Study* projects that between 2012 and 2032, the vehicle-miles traveled by heavy duty trucks (5+ axle trucks) is forecast to increase 69% in Nevada County. In addition, the study identifies SR 49 as having a high deficiency for goods movement mobility in the base year, and in the no-build forecast, both SR 20 and SR 49 are identified as having high deficiency for goods movement mobility. SR 20, east of the Yuba County/Nevada County border, is identified as a segment of highest priority in Caltrans District 3 for improving goods movement mobility. Improving freight transportation infrastructure and maintaining an efficient transportation system that provides for effective goods movement, allows local businesses to transport goods within Nevada County, and to markets outside of the area. It is important for NCTC and Caltrans to continue to partner in order to deliver improvements that reduce congestion, improve safety, reduce delays, and increase throughput in the SR 20 and SR 49 corridors.

SR 49 acts as a lifeline route to several communities in Nevada, Placer, and Sierra Counties, and is the major interregional state highway connecting to the Interstate 80 gateway. SR 49 also plays a key role in providing interregional multi-modal connectivity, as an interregional public transit corridor providing connections to Placer County Transit and Amtrak Capital Corridor Inner-City Passenger Rail, at the Auburn Conheim Multimodal Station. In addition, completion of the planned improvements in the SR 49 corridor will enhance its existing function as an interregional bicycle facility.

SR 49 from Dry Creek Road in Placer County to south of the McKnight Way Interchange in Nevada County is also designated as a "Safety Corridor" and daylight/headlight section. A Safety Corridor is a segment of highway with potential for fatal and severe collisions that is identified and focused on by the state and local officials, with increased enforcement, public

awareness measures, and short-term and long-term highway improvements in order to reduce and prevent fatal and severe collisions. Improvements in this key corridor will improve safety, reduce congestion, provide multi-modal connections, and assist in achieving attainment of the federal ozone air quality standards, as well as statewide greenhouse gas emission reduction goals.

The funding partnership between NCTC and Caltrans advances both regional and statewide goals and leverages additional funding. Without the critical partnership of both IIP and Regional Improvement Program (RIP) funds, NCTC and Caltrans will not be able to complete the improvements in these key interregional corridors. Improvements in the SR 49 corridor are a top regional priority of the NCTC and will continue to be one of the top priorities in current and future State Transportation Improvement Program (STIP) cycles. Previous Caltrans investments of approximately $20.7 million ($18.7 million of IIP funding and $2.0 million of American Recovery and Reinvestment Act funding) in the SR 49 corridor have leveraged approximately $23.7 million ($17.5 million of RIP funding and $6.2 million of Proposition 1B Corridor Mobility Improvement Account) funding committed by NCTC.

NCTC, in the 2014 STIP, programmed $3 million of RIP funds in FY 2015/16 for Project Approval/Environmental Documentation (PA/ED) for the next phase of widening SR 49, from the northern limits of the SR 49/La Barr Meadows Road Project to the McKnight Way Interchange in Grass Valley; and programmed $3 million of RIP funds in FY 2017/18 for Plans, Specifications, and Estimates (PS&E). Partnership with Caltrans is critical to completing the planned improvements in the SR 49 corridor.

In order to honor the existing partnerships and commitments that have been made with Caltrans, and to continue to work collaboratively to fund the improvements in these priority interregional corridors, it is critical that the SR 20 (east of Interstate 5 to Interstate 80) and SR 49 (Grass Valley to Interstate 80) be included as part of the new Strategic Interregional Corridors in the 2015 ITSP.

Thank you again for your consideration of these important facts.

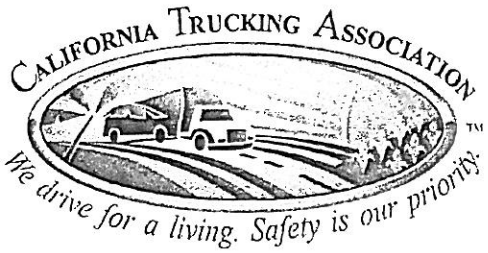
Sincerely,

Daniel B. Landon
Executive Director

cc: Assemblyman Brian Dahle
First Assembly District

Malcolm Dougherty, Director
California Department of Transportation

Senator Ted Gaines
First Senate District



October 7, 2015

Will Kempton, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Mr. Kempton: WILL

SUBJECT: Adoption of the 2015 Interregional Transportation Strategic Plan (ITSP)

The California Trucking Association (CTA) respectfully requests the California Transportation Commission (CTC), in the adoption of the 2015 ITSP to expand the North Coast-Northern Nevada Strategic Interregional Corridor to include the segments of State Route 20 (east of Interstate 5) and SR 49 (south of SR 20 to Interstate 80).

Improvements are needed in these corridors to ensure they can adequately handle the large volumes of trucks that are re-routed to these corridors during detour events, as a result of closure to Interstate 80. With truck volumes forecasted to increase over the next twenty years, it will remain important for the aforementioned segments of State Route 20 and State Route 49 to be included in Strategic Interregional Corridors to provide opportunities for strategic partnership between the Colusa County Transportation Commission, Nevada County Transportation Commission, Placer County Transportation Planning Agency, the Sacramento Area Council of Governments and Caltrans, necessary to construct the needed improvements to reduce costly delays and ensure goods movement efficiency.

In order to fulfill the State of California's commitment of enhancing the flow of interregional goods movement the CTA requests the CTC, in the adoption of the 2015 ITSP, to include the segments of State Route 20 and State Route 49, in the North Coast-Northern Nevada Strategic Interregional Corridor.

Thank you again for your consideration.

Sincerely,

Eric Sauer
Vice President Policy and Government Relations
California Trucking Association

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COUNCIL OF GOVERNMENTS
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PHILLIP J. DOW, EXECUTIVE DIRECTOR

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Transportation Planning: Suite 204
(707) 234-3434

October 12, 2015

Will Kempton, Executive Director
California Transportation Commission
1120 N. Street MS-52
Sacramento, CA 95814

RE: Proposed Adoption of the 2015 Interregional Transportation Strategic Plan (ITSP)

Dear Mr. Kempton:

At the August California Transportation Commission in San Diego, the California Transportation Commission (CTC) delayed adoption of the 2015 Interregional Transportation Strategic Plan (ITSP) after hearing concerns from a number of speakers. One of these speakers, Mike Woodman, representing the Nevada County Transportation Commission, made a compelling case to restore segments of SR 20 and SR 49 that had been previously included in the 1998 ITSP, but have been dropped from the draft 2015 ITSP. He is supported in that viewpoint by the Placer County Transportation Planning Agency, the Colusa County Transportation Commission and the Sacramento Area Council of Governments.

Admittedly, until hearing from Mr. Woodman, I gave the 2015 ITSP inadequate review; only enough to ensure that the important US 101 and SR 20 corridors remained intact through Mendocino County. The proposed termination of the SR 20 Corridor at Interstate 5 will leave only one east-west ITSP connection, north of Interstate 80, between the North Coast and Nevada. From Mendocino County, the most direct route to the Reno/Tahoe area and points east is via the SR 20 corridor through Yuba City/Marysville to Interstate 80 near the crest of the Sierra. It is approximately 30 miles shorter than direct access to I-80 near Sacramento. It is used by interregional passenger car travel as well as goods movement.

Serving as the Rural Counties Task Force representative on the California Freight Advisory Committee, I am concerned about the reduction of freight movement alternatives that may result if all of California north of Interstate 80 is left with a single North Coast-Nevada Connection. With the I-80 corridor penetrating topography that is subject to landslides, wildfires, earthquakes, snow events, and valley fog, it would be prudent to maintain an alternative connection that truly functions as a transportation corridor between the North Coast and Nevada. As goods movement has become a national and statewide priority, California should not be taking actions that may result in the de-emphasis of a viable highway freight alternative. The draft ITSP indicates that even the remnant of the SR20/SR29/SR53 connection will carry a higher percentage of truck traffic and is expected to experience a higher increase in volume over the next 30 years than its northern counterpart (SR299/SR44/SR 36/US395).

Chapter 1 clearly states that the basic purpose of the ITSP has not changed from 1998. If the basic purpose is unchanged, then the dropping of two regionally important corridors should be questioned. The basic purpose of the ITSP is stated as:

- Communicating an approach and vision for investing in California's interregional transportation system
- Improving the interregional movement of people and goods
- Providing a framework that guides investment for the ITIP

Although I am very aware that Interregional Transportation Improvement Program (ITIP) improvement needs far outstrip projected revenues, we must keep in mind that the Interregional Transportation Strategic Plan guides future investment; inclusion in the plan does not guarantee funding for projects within included corridors.

Lastly, I note that in the narrative on page 161 of the draft ITSP, the two *North Coast-Northern Nevada Connections* are described. The first one extends from Humboldt County to Lassen County and on to Reno via SR 299, SR 44, SR 36 and US 395. The second one extends from Mendocino County to Nevada County via portions of SR 20, SR 29 and SR 53. Let's keep it that way.

Sincerely,

Phillip J. Dow

Phillip J. Dow, P.E.
Executive Director

Copies: Dan Gjerde, MCOG Chair
Daniel B. Landon, Executive Director, NCTC
Scott M. Lanphier, Executive Director, CCTC
Mike McKeever, Chief Executive Officer, SACOG
Lisa Davey-Bates, Chair, North State Super Region
Jerry Barton, Chair, Rural Counties Task Force

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October 2, 2015

Will Kempton, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Mr. Kempton:

SUBJECT: Adoption of the 2015 Interregional Transportation Strategic Plan (ITSP)

The Truckee North Tahoe Transportation Management Association (TNT-TMA) respectfully requests the California Transportation Commission (CTC). in the adoption of the 2015 ITSP, to expand the North Coast-Northern Nevada Strategic Interregional Corridor to include the segments of State Route 20 (east of I-5) and SR 49 (south of SR 20 to I-80).

TNT-TMA is a committed partner in improving access to the recreational and tourism activities in the Truckee-North Tahoe region and identifying and implementing transportation solutions in the region. The TNT-TMA was a participant in the *Bay to Tahoe Basin Recreation and Tourism Travel Impact Study* completed in October 2014. This study evaluated the impacts of regional and interregional tourism traffic on the rural state highway systems in Nevada, Placer, El Dorado, and Amador counties and the bi-state Lake Tahoe Basin. The study determined that approximately 4 million visitors from the Sacramento and Bay Area regions, make approximately 8 million visits annually to the study area. Bluetooth data collected for the study identified that approximately 34% of the traffic in the SR 20/49 corridor during the peak tourism season can be attributed to tourist traffic with a destination in the Tahoe Basin.

A transportation network functions properly when it successfully supports vital social and economic connections between and within regions. This is particularly true when a region's economy is dependent on travel and tourism. Improvements are needed in the SR 20 and SR 49 corridors to ensure they can adequately and safely handle the large volumes of recreational, commuter, and truck traffic that are detoured through these corridors during closures to I-80 between Yuba Pass and Colfax. It is important for the aforementioned segments of State 20 and State Route 49 to be included in Strategic Interregional Corridors to provide opportunities for strategic partnership between the Nevada County Transportation Commission and Caltrans, to construct the needed improvements to ensure visitor's to and from the region have safe alternative access routes when I-80 is closed due to accidents, construction and maintenance activities, and wildfires.

Transportation Management Association
10183 Truckee Airport Rd., Truckee, California 96161 ph. [530] 582-4964 fax [530] 582-4980

Therefore, the Board of Directors and membership of the TNT-TMA respectfully requests the California Transportation Commission, in the adoption of the 2015 ITSP, to include the segments of State Route 20 and State Route 49, in the North Coast-Northern Nevada Strategic Interregional Corridor.

Thank you again for your consideration.

Sincerely,

Jaime Wright
Executive Director

cc: Assemblyman Brian Dahle
First Assembly District
State Capitol, Suite 2158
Sacramento, CA 94249-0001

Senator Ted Gaines
First Assembly District
State Capitol, Room 3070
Sacramento, CA 95814

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California State Senate

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TED GAINES
FIRST SENATE DISTRICT

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ORGANIZATION
LEGISLATIVE ETHICS
TRANSPORTATION AND
HOUSING

August 18, 2015

Will Kempton, Executive Director
California Transportation Commission
1120 N Street, Room 2233 (MS-52)
Sacramento, CA 95814

Dear Executive Director Kempton,

We are writing regarding the recently released Draft 2015 Interregional Transportation Strategic Plan (ITSP) and urging the inclusion of US 395, state route 20 and state route 49 as identified Focus Routes. As members of the California State Legislature, we are aware of the need to prioritize and place transportation funding on projects that provide the highest benefit to our citizens. As recognized by the ITSP, the interregional transportation system must link regions together, urbanized and rural, to ensure a comprehensive transportation system. These corridors are important to that mission.

The 1998 ITSP noted that rural areas of the state contribute to the state's economic well-being and quality of life. The state has a vital interest in agriculture, mining, and timber production. Additionally, recreational travel and tourism are essential to the state and regional economies and are considered in all aspects of transportation planning. In the 1998 ITSP ten "Focus Routes" were identified as corridors of the highest priority for completion to minimum facility standards in the twenty-year period. Completion of the Focus Routes to a minimum facility standard would assure that a statewide trunk system is in place. Focus Routes serve as a system of high-volume primary arteries to which lower volume routes can connect for purposes of longer interregional trips and access into statewide gateways.

State Route 395 was considered one of the four major north-south corridors serving California, providing a consistent high level of service and lifeline accessibility for rural communities and for interregional and interstate movement of people, goods, and recreational travel along the eastern slope of the Sierras. State Routes 20 and 49 were also identified as Focus Routes as they serve the major east/west interregional movement for people and goods across the northern central Valley and link US 101, I-5, Route 99, Route 70 and I-80. These routes are part of a North state "crossroads" or "hub" for agricultural goods movement in the North Valley and through the Yuba City/Marysville urbanized area for connections to Routes 99 and70. These routes also connect the higher growth Route 49 corridor and Placer County to I-80.

The 2015 ITSP identifies 11 Strategic Interregional Corridors for interregional travel in the State, provides new objectives that are consistent with the state sustainability policies, as well as Caltrans new Mission, Vision, and Goals. However, from the previously identified Focus Routes, US 395, state route 20 and state route 49 have been excluded from Strategic Interregional Corridors. As these corridors continue to be just as important as they were in 1998, we urge that they be re-included. Additionally, in order to preserve the ability of regional agencies to partner with Caltrans and jointly fund projects of interregional merit in the future it is important that these routes be included as part of the new Strategic Interregional Corridors in the 2015 ITSP.

Sincerely,

TED GAINES
Senator, 1st Senate District

BRIAN DAHLE
Assemblyman, 1st Assembly District

Cc:
Daniel B. Landon, Executive Director
Nevada County Transportation Commission
101 Providence Mine Road Ste. 102
Nevada City, CA 95959

Mike Woodman, Transportation Planner
Nevada County Transportation Commission

Dan Landon

From:	Dan Landon <dlandon@nccn.net>
Sent:	Thursday, July 16, 2015 3:56 PM
To:	'Kelly, Brian P.@CalSTA'
Cc:	Brian C. Annis (brian.annis@calsta.ca.gov)
Subject:	Caltrans Draft ITSP Update
Attachments:	ITSP Comment Letters.pdf

Dear Secretary Kelly,

I am contacting you to ask for your assistance in relation to Caltrans update of the Interregional Transportation Strategic Plan (ITSP). Caltrans omission of the following Focus Routes, SR 20 corridor (east of Interstate 5 to Interstate 80) and the SR 49 corridor (Grass Valley to Interstate 80), from inclusion in the eleven identified Strategic Interregional Corridors in the Draft 2015 ITSP is not consistent with previous priorities and does not reflect the interregional importance of these corridors. Despite numerous discussions with Caltrans and our efforts to provide information identifying the interregional significance of these routes and demonstrating how they meet the goals of the ITSP, we feel that Caltrans staff has not given this information adequate consideration.

We recognize that current funding constraints and competing priorities may limit near-term opportunities to garner Interregional Transportation Improvement Program (ITIP) participation in these corridors. However, if these routes are excluded from the Strategic Interregional Corridors these routes will realistically, no longer be competitive for ITIP funding opportunities in the future. The funding partnerships between NCTC and Caltrans have advanced both regional and statewide goals and leveraged an additional $23.7 million of Regional Improvement Program (RIP) funding. Without the critical partnership of both Interregional Improvement Program (IIP) and RIP funds, NCTC would not be able to complete the improvements in these key interregional corridors with RIP funding alone. Improvements in the SR 49 corridor are a top regional priority of the NCTC and will continue to be one of the top priorities in current and future State Transportation Improvement Program (STIP) cycles.

All of the planned improvements identified in the SR 49 Corridor System Management Plan have not been completed and segments of SR 49 currently operate at Level of Service F during peak periods resulting in increased emissions of ozone precursors and Greenhouse Gas emissions. The most recent phase of improvements completed in the corridor was the SR 49/La Barr Meadow Road signalization and widening project. This project was effective in reducing the number of fatalities in the project limits, but merges now exist at the terminus of the project and are already resulting in congestion during peak periods. This congestion adds to ozone precursors and Greenhouse Gas emissions making it more difficult for Nevada County to achieve its air quality goals.

Both SR 20 and SR 49 are utilized as emergency detour routes when Interstate 5 or Interstate 80 are closed for major accidents, wildfires, and construction, further exacerbating air quality and safety concerns. Data collected by the Caltrans District 3 Traffic Management Center indicate that between 2004 and 2014 there were 188 closures of Interstate 80 where traffic and trucks were re-routed onto SR 20 and SR49.

SR 49 also plays a key role in providing interregional multi-modal connectivity, providing transit connections to the Amtrak Capital Corridor Inner-City Passenger Rail and Placer County Transit, at the Auburn Conheim Multimodal Station. In addition, completion of the planned improvements in the SR 49 corridor will enhance its existing function as an interregional bicycle facility. SR 49 acts as the lifeline route to several communities

in Nevada, Placer, and Sierra Counties and is the major interregional state highway connecting to the Interstate 80 gateway. Improvements in these key corridors will improve safety, reduce congestion, provide multi-modal connections, and assist in achieving attainment of the federal ozone air quality standards, as well as statewide greenhouse gas emission reduction goals.

Any assistance and attention that you can provide in this matter would be greatly appreciated. Attached are comment letters in relation to this issue from various regional agencies, legislators, and citizens.

Thank you for your assistance,

Daniel B. Landon, Executive Director
Nevada County Transportation Commission
530-265-3202

TERRI ANDERSEN – Nevada City City Council
NATE BEASON – Nevada County Board of Supervisors
CAROLYN WALLACE DEE – Truckee Town Council
JASON FOUYER – Grass Valley City Council (2015 Vice-Chair)
ANN GUERRA – Member-At-Large
LARRY JOSTES – Member-At-Large (2015 Chairman)
ED SCOFIELD – Nevada County Board of Supervisors

DANIEL B. LANDON, Executive Director
Nevada County Transportation Commission
Nevada County Airport Land Use Commission

NEVADA · COUNTY · TRANSPORTATION
NCTC
COMMISSION

Grass Valley · Nevada City — Nevada County · Truckee

June 2, 2015

File: 260.0

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Dougherty:

Subject: Nevada County Transportation Commission's (NCTC) Comments on the *Draft 2015 Interregional Transportation Strategic Plan* (ITSP).

Thank you for the opportunity to provide comment and voice NCTC's concerns in relation to the recently released *Draft 2015* ITSP.

The NCTC has been a committed partner with Caltrans in the planning, programming, and funding of construction improvements in the State Route (SR) 20 and SR 49 priority interregional corridors in Nevada County. The *1998 ITSP* included both State Route SR 20 and SR 49 corridors as "Focus Routes". As Focus Routes these facilities were identified as part of the ten Interregional Road System (IRRS) corridors of highest priority in the state for completion to minimum facility standards in the twenty year period. The improvement of these facilities and continued partnership with Caltrans are a top regional priority in Nevada County.

The development of the *Draft 2015 ITSP* update included a shift away from the previous priority route designation of Focus Routes to acknowledge more of a multi-modal approach to planning improvements in the IRRS corridors, and proposes what are now called "Strategic Interregional Corridors". The *Draft 2015 ITSP*, in reference to the *1998 ITSP*, states, "Those funding priorities have not changed, however significant statewide policies and goals have emerged since then". The *Draft 2015 ITSP* also states, "A goal of this ITSP is develop a more realistic interregional investment strategy that better match current funding levels and restrictions." The ITSP should be a comprehensive plan for the interregional system and not a plan that is developed on the basis of current financial constraints. The omission of the SR 20 corridor (east of Interstate 5 to Interstate 80) and the SR 49 corridor (Grass Valley to Interstate 80), from inclusion in the eleven identified Strategic Interregional Corridors in the *Draft 2015 ITSP* is not consistent with previous priorities and does not reflect the interregional importance of these corridors.

It is NCTC's understanding that the development of the *Draft 2015 ITSP* update, and the identification of the Strategic Interregional Corridors, focused only on the analysis of goods movement data and inter-city rail corridors, and did not include an analysis or modeling of travel on the interregional state highway system. Interregional recreational travel and tourism are vital to the state and regional economies and should be considered in all aspects of transportation

101 Providence Mine Road, Suite 102, Nevada City, California 95959 · (530) 265-3202 · Fax (530) 265-3260
E-mail: nctc@ncen.net · Web Site: www.nctc.ca.gov

planning in conjunction with goods movement. Proposing to eliminate critical segments of Focus Routes without a comprehensive analysis of interregional travel is not acceptable.

The SR 20 and SR 49 corridors serve the major east/west interregional movement for people and goods across the northern Central Valley, linking U.S. 101, Interstate 5, SR 99, SR 70, and Interstate 80. These routes are part of a North state "crossroads" or "hub" for agricultural goods movement in the North Valley and through the Yuba City/Marysville urbanized area for connections to SR 99 and SR 70; and connect the SR 49 corridor in Nevada and Placer County to Interstate 80. Additionally, both SR 20 and SR 49 are utilized as emergency detour routes when Interstate 5 or Interstate 80 are closed for major accidents, wildfires, and construction. Data collected by the Caltrans District 3 Traffic Management Center indicate that between 2004 and 2014 there were 188 closures of Interstate 80 where traffic was re-routed onto SR 20 and SR49.

In 2013, the total value of Nevada County's agricultural crop production was $23,206,300. SR 20 and SR 49 are key interregional corridors for transporting Nevada County's fruit and vegetable crops, field crops, nursery products, livestock, apiary, honey, wool products, and timber outside of the region, and provide critical connections to the SR 70, SR 99, Interstate 5, and Interstate 80 gateways.

The *2015 Caltrans District 3 Goods Movement Study* projects that between 2012 and 2032, the vehicle-miles traveled by heavy duty trucks (5+ axle trucks) is forecast to increase 69% in Nevada County. In addition, the study identifies SR 49 as having a high deficiency for goods movement mobility in the base year, and in the no-build forecast, both SR 20 and SR 49 are identified as having high deficiency for goods movement mobility. SR 20, east of the Yuba County/Nevada County border, is identified as a segment of highest priority in Caltrans District 3 for improving goods movement mobility. Trucks contribute to the congestion in these corridors because they use more capacity per vehicle than automobiles. Improving freight transportation infrastructure and maintaining an efficient transportation system that provides for effective goods movement, allows local businesses to transport goods within Nevada County, and to markets outside of the area. It is important for NCTC and Caltrans to continue to partner in order to deliver improvements that reduce congestion, improve safety, reduce delays, and increase throughput in the SR 20 and SR 49 corridors.

SR 49 acts as a lifeline route to several communities in Nevada, Placer, and Sierra Counties and is the major interregional state highway connecting to the Interstate 80 gateway. SR 49 also plays a key role in providing interregional multi-modal connectivity, as an interregional public transit corridor providing connections to Placer County Transit and Amtrak Capital Corridor Inner-City Passenger Rail, at the Auburn Conheim Multimodal Station. In addition, completion of the planned improvements in the SR 49 corridor will enhance its existing function as an interregional bicycle facility.

SR 49 from Dry Creek Road in Placer County to south of the McKnight Way Interchange in Nevada County is also designated as a "Safety Corridor" and daylight/headlight section. A Safety Corridor is a segment of highway with potential for fatal and severe collisions that is identified and focused on by the state and local officials, with increased enforcement, public awareness measures, and short-term and long-term highway improvements in order to reduce and prevent fatal and severe collisions. Improvements in this key corridor will improve safety, reduce congestion, provide multi-modal connections, and assist in achieving attainment of the federal ozone air quality standards, as well as statewide greenhouse gas emission reduction goals.

The funding partnerships between NCTC and Caltrans advance both regional and statewide goals and leverage additional funding. Without the critical partnership of both Interregional Improvement Program (IIP) and Regional Improvement Program (RIP) funds, NCTC would not be able to complete the improvements in these key interregional corridors. Improvements in the SR 49 corridor are a top regional priority of the NCTC and will continue to be one of the top priorities in current and future State Transportation Improvement Program (STIP) cycles. Previous Caltrans investments of approximately $18.7 million of IIP funding and $2.0 million of American Recovery and Reinvestment Act funding in the SR 49 corridor have leveraged approximately $17.5 million of RIP funding, and $6.2 million of Proposition 1B Corridor Mobility Improvement Account funding committed by NCTC.

NCTC, in the 2014 STIP, programmed $3 million of RIP funds in FY 2015/16 for Project Approval/Environmental Documentation (PA/ED) for the next phase of widening SR 49, from the northern limits of the SR 49/La Barr Meadows Road Project to the McKnight Way Interchange in Grass Valley; and programmed $3 million of RIP funds in FY 2017/18 for the Plans, Specifications, and Estimates (PS&E).

In a letter dated September 13, 2013, Caltrans District 3 Director, Jody Jones, indicated that if NCTC maintained investment in the SR 49 corridor and programmed the PA/ED and PS&E in the 2014 Regional Transportation Improvement Program (RTIP), that a Caltrans negotiated amount of IIP contribution toward project development would be forthcoming, in either the 2016 or 2018 STIP cycles, through a slightly larger contribution toward either right-of-way or construction. Partnership with Caltrans is critical to completing the planned improvements in the SR 49 corridor.

In order to honor the existing partnerships and commitments that have been made with Caltrans, and to continue to work collaboratively to fund the improvements in these priority interregional corridors, it is critical that the SR 20 (east of Interstate 5 to Interstate 80) and SR 49 (Grass Valley to Interstate 80) be included as part of the new Strategic Interregional Corridors in the 2015 ITSP.

Thank you again for providing the opportunity to comment on the Draft 2015 ITSP.

Sincerely,

Daniel B. Landon
Executive Director

cc: Assemblyman Brian Dahle
First Assembly District

Ms. Lucetta Dunn, Chair
California Transportation Commission

Senator Ted Gaines
First Senate District

Will Kempton, Executive Director
California Transportation Commission

Scott Sauer, Senior Transportation Planner
Caltrans System Planning Branch

260.D

STATE CAPITOL
ROOM 3070
SACRAMENTO, CA 95814
TEL (916) 651-4001
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California State Senate

SENATOR
TED GAINES
FIRST SENATE DISTRICT

COMMITTEES
ENVIRONMENTAL QUALITY
VICE CHAIR
INSURANCE
VICE CHAIR
GOVERNMENTAL
ORGANIZATION
LEGISLATIVE ETHICS
TRANSPORTATION AND
HOUSING

June 1, 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Director Dougherty,

I am writing regarding the recently released Draft 2015 Interregional Transportation Strategic Plan (ITSP) and urging the California Department of Transportation to include US 395, state route 20 and state route 49 as identified Focus Routes. As a member of the California State Senate, I am aware of the need to prioritize and place transportation funding on projects that provide the highest benefit to our citizens. As recognized by the ITSP, the interregional transportation system must link regions together, urbanized and rural, to ensure a comprehensive transportation system. These corridors are important to that mission.

The 1998 ITSP noted that rural areas of the state contribute to the state's economic well-being and quality of life. The state has a vital interest in agriculture, mining, and timber production. Additionally, recreational travel and tourism are essential to the state and regional economies and are considered in all aspects of transportation planning. In the 1998 ITSP ten "Focus Routes" were identified as corridors of the highest priority for completion to minimum facility standards in the twenty-year period. Completion of the Focus Routes to a minimum facility standard would assure that a statewide trunk system is in place. Focus Routes serve as a system of high-volume primary arteries to which lower volume routes can connect for purposes of longer interregional trips and access into statewide gateways.

State Route 395 was considered one of the four major north-south corridors serving California, providing a consistent high level of service and lifeline accessibility for rural communities and for interregional and interstate movement of people, goods, and recreational travel along the eastern slope of the Sierras. State Routes 20 and 49 were also identified as Focus Routes as they serve the major east/west interregional movement for people and goods across the northern central Valley and link US 101, I-5, Route 99, Route 70 and I-80. These routes are part of a North state "crossroads" or "hub" for agricultural goods movement in the North Valley and through the Yuba City/Marysville urbanized area for connections to Routes 99 and70. These routes also connect the higher growth Route 49 corridor and Placer County to I-80.

The 2015 ITSP identifies 11 Strategic Interregional Corridors for interregional travel in the State, provides new objectives that are consistent with the state sustainability policies, as well as Caltrans new Mission, Vision, and Goals. However, from the previously identified Focus Routes, US 395, state route 20 and state route 49 have been excluded from Strategic Interregional Corridors. As these corridors continue to be just as important as they were in 1998, I urge that they be re-included. Additionally, in order to preserve the ability of regional agencies to partner with Caltrans and jointly fund projects of interregional merit in the future it is important that these routes be included as part of the new Strategic Interregional Corridors in the 2015 ITSP.

Sincerely,

TED GAINES
Senator, 1st District

Cc:
Scott Sauer
Caltrans System Planning MS 32
P.O. Box 942874
Sacramento, CA 94274

Ms. Lucetta Dunn, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Will Kempton, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Assemblyman Brian Dahle,
State Capitol, Suite 2158
Sacramento, CA 94249-0001

California State Senate

SENATOR
JIM NIELSEN
FOURTH SENATE DISTRICT

June 5, 2015

Mr. Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Dougherty,

I am writing to support the California Department of Transportation (Caltrans) in its effort to develop an Interregional Transportation Strategic Plan (ITSP), but also to call attention to my concerns that the plan is concentrated on the urban corridors at the expense of our state's rural communities.

I represent Senate District 4, which encompasses the rural counties of Sutter, Yuba, Colusa, Glenn, Butte and Tehama.

The ITSP Vision states that the plan would be the, "backbone for the movement of people and goods throughout California" while the objectives call for access "through all regions of California," and safety, "for all travelers."

What concerns me is the Strategic Interregional Corridors on the draft ITSP do not include two critical corridors in my district, one along Highway 20 east from Williams to the Interstate 80 interchange, and the other being the Highway 99/70 corridor northbound.

The Highway 20 and Highway 70/99 corridors were originally identified as High Emphasis Focus Routes in the 1998 ITSP. These corridors are heavily travelled, often two-lane roads used by local residents, travelers and, especially, the agriculture industry to move products from the fields to the urban highways.

in Figure 47 on page 121 and related text on pages 122 through 125. Adding these segments back into the 2015 ITSP will continue ongoing and future partnerships, including the availability of local funding and several planned projects by Caltrans District 3 and Placer County (see attached table).

We look forward to our continued successful partnership and improving both the *San Francisco Bay Area – Sacramento – Northern Nevada* and *North Coast – Northern Nevada* strategic interregional corridors.

If you have any questions, please contact me at (530) 823-4030.

Sincerely,

Celia McAdam, AICP
Executive Director

LM:CM:ss

cc: Assemblymember Brian Dahle
1st Assembly District

Assemblymember Frank Bigelow
5th Assembly District

Assemblymember Beth Gaines
6th Assembly District

Senator Ted Gaines
1st Senate District

Senator Jim Nielsen
4th Senate District

Ms. Lucetta Dunn, Chair
California Transportation Commission

Will Kempton, Executive Director
California Transportation Commission

Scott Sauer, Senior Transportation Planner
Caltrans Systems Planning Branch

Requested Changes to the Draft 2015 ITSP

The 2015 ITSP will be used to improve the interregional transportation system based on several funding sources and by several agencies:

> ***Caltrans continues to renew its commitment with regional agencies and other transportation partners to communicate its approach and vision for the***
>
> ***interregional transportation system*** *and ongoing long-range planning to improve interregional mobility and accessibility for people, goods and services to and throughout the State.* ***Transportation decisions are ineffective when made in isolation;*** *all plans, including the ITSP, must consider a variety of planning considerations such as land-use decisions, the economy, environmental impacts, energy policies, and public health (Draft 2015 ITSP, Page 2).*
>
> ***At the core, the ITSP continues to provide direction on the investment of funding for interregional improvement projects*** *(Draft 2015 ITSP, Page 2).*
>
> *California's sheer geographic size, terrain, and dispersed urbanized areas provide a unique set of challenges in developing a comprehensive interregional transportation system. This leads to vast stretches of* ***interregional transportation facilities traveling through rural areas that do not have the population to raise revenues for extensive improvements, which will benefit the entire State*** *(Draft 2015 ITSP, Page 7).*

PCTPA realizes the lack of available funding, especially in the Interregional Transportation Improvement Program (ITIP), but it seems opportunities for partnership in both the *San Francisco Bay Area – Sacramento – Northern Nevada* and *North Coast – Northern Nevada* strategic interregional corridors will be overlooked without the following changes to the Draft 2015 ITSP:

- Add language (in bold italic below) on page 64 in the statement of priorities paragraph for the *San Francisco Bay Area – Sacramento – Northern Nevada* strategic interregional corridor:

  > ~~Addressing i~~*I*ncreased travel demand for commute purposes should be addressed through local and regional agency funding sources ***and*** through increased transit availability and possibly the development of High Occupancy Toll lanes or other managed lane facilities. ***Operational improvements to support goods movement and economic development will be completed through funding partnerships between Caltrans and local agencies.*** The corridor will also be subject to further development of alternative fueling infrastructure such as electric vehicle charging and hydrogen fueling stations.

- Add the segments of SR 20 from I-5 to I-80 and SR 49 from SR 20 to I-80 back into the 2015 ITSP as part of the *North Coast – Northern Nevada* strategic interregional corridor

paragraph on page 64 for the *San Francisco Bay Area – Sacramento – Northern Nevada* strategic interregional corridor.

North Coast – Northern Nevada Strategic Interregional Corridor

Another strategic interregional corridor that PCTPA is specifically interested is the *North Coast – Northern Nevada*, which includes SR 20/SR 29/SR 53 between US 101 and I-5 in the Draft 2015 ITSP. The last update of the ITSP in 2013 and previous ITSP versions since 1998 included this entire critical east-west route through northern California from US 101 to I-80, including segments of SR 20 and SR 49 through Sutter, Yuba, Nevada, and Placer County. The criteria used in the Draft 2015 ITSP to identified strategic interregional corridors is:

> *The first step in this process is the identification of Strategic Interregional Corridors, the main interregional corridors that serve goods movement, recreational travel, sustainability, social equity, the economy, and provides basic access to regions across the State (Draft 2015 ITSP, Page 52).*

PCTPA objects to Caltrans removing the segments of SR 20 from I-5 to I-80 and SR 49 from SR 20 to I-80 from the ITSP. PCTPA strongly urges Caltrans to reconsider adding these segments back into the 2015 ITSP as part of the *North Coast – Northern Nevada* strategic interregional corridor based on the following:

- Population within the Counties of Sutter, Yuba, Nevada, and Placer (SR 20/SR 49) is expected to increase from 616,751 to 869,334, a 41% percent increase between 2010 and 2040.
- Based on Caltrans truck volume data for 2013, trucks represent 10 percent of traffic on SR 20 near SR 49 and 15 percent of traffic on SR 20 between SR 49 and I-80 (http://traffic-counts.dot.ca.gov/docs/2013_aadt_truck.pdf), these are critical goods movement routes not just commuter routes.
- These segments of SR 20 and SR 49 are identified as Tier 3 in the recently completed California Freight Mobility Plan, consistent with other highways included in the Draft 2015 ITSP.
- These segments are key east-west interregional links for communities, goods movements, and tourism. Without this critical connection, the closest east-west strategic interregional corridor would be 100 miles north on I-5 (SR 44 in Redding) or 50 miles south on I-5 (I-80 in Sacramento).
- The 2015 ITSP includes Capital Corridor passenger rail from Auburn to San Jose, which is a key project to promote alternative modes of travel in Placer County. PCTPA is actively working with regional partners to expand the Capital Corridor and increase ridership. For interregional travel from Nevada County to Placer County, motorists and local transit service must use SR 20 and SR 49 to reach the Capitol Corridor station in Auburn.

PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

KEITH NESBITT
City of Auburn
TONY HESCH
City of Colfax
STAN NADER
City of Lincoln
BRIAN BAKER
Town of Loomis
DIANA RUSLIN
City of Rocklin
SUSAN ROHAN
City of Roseville
JIM HOLMES
KIRK UHLER
Placer County
RON TREABESS
Citizen Representative
CELIA McADAM
Executive Director

June 4, 2015

Mr. Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873, MS-49
Sacramento, CA 94273-0001

RE: Comments on the Draft 2015 Interregional Transportation Strategic Plan

Dear Mr. Dougherty,

Thank you for the opportunity to review and comment on the Draft 2015 Interregional Transportation Strategic Plan (ITSP). The Placer County Transportation Planning Agency (PCTPA) has a long history of partnering with Caltrans District 3 on important regional transportation projects, including the recently completed I-80 Capacity and Operational Improvements in the City of Roseville, SR 65 Bypass around the City of Lincoln, and ongoing work to increase the number of passenger rail roundtrips to and from Placer County on the Capital Corridor. Below are comments on both the *San Francisco Bay Area – Sacramento – Northern Nevada* and *North Coast – Northern Nevada* strategic interregional corridors included in the Draft 2015 ITSP.

San Francisco Bay Area – Sacramento – Northern Nevada Strategic Interregional Corridor

We look forward to continuing the great partnership between Caltrans, PCTPA, and our seven local agencies, including improving the transportation system for all modes identified in the *San Francisco Bay Area – Sacramento – Northern Nevada* strategic interregional corridor of the Draft 2015 ITSP. This strategic interregional corridor includes the entire length of I-80 in Placer County and the Capital Corridor train passenger service to Roseville, Rocklin, and Auburn. *The Capitol Corridor is currently the third busiest route in the Amtrak system, having carried 1.42 million passengers in Federal Fiscal Year 2014* (Draft 2015 ITSP, Page 40).

The priority for this strategic interregional corridor includes *...focus on a fix-it-first approach with additional highway capacity added only where specifically needed, particularly serving the movement of freight, and expanding the capacity of and frequency of the Capitol Corridor intercity passenger rail services* (Draft 2015 ITSP, Page 64). PCTPA strives to provide a regional transportation system that improves safety and reduces congestion for existing residents and businesses, promotes goods movement, facilitates tourism, and supports economic development. The Draft 2015 ITSP focuses mostly on roadway maintenance and enhancing transit, such as the Capital Corridor, which PCTPA also supports. However, opportunities to partner with Caltrans on operational highway improvements to support goods movement and economic development needs to be added to the statement of priorities

Cc:

Scott Sauer
Caltrans System Planning MS 32
P.O. Box 942874
Sacramento, CA 94274

Ms. Lucetta Dunn, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Will Kempton, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Assemblyman James Gallagher
State Capitol, Suite 5128
Sacramento, CA 94249

Senator Jim Nielson
State Capitol, Room 2068
Sacramento, CA 95814

It is our understanding that the development of the 2015 ITSP update and the identification of the Strategic Interregional Corridors focused only on the analysis of goods movement data and inter-city rail corridors, and did not include an analysis or modeling of travel on the interregional state highway system. Interregional recreational travel and tourism are vital to the state and regional economies and should be considered in all aspects of transportation planning in conjunction with goods movement. Proposing to eliminate critical segments of Focus Routes without a comprehensive analysis of interregional travel and economic impact is not acceptable.

SR 20 serves major east/west interregional movement for people and goods across the northern Central Valley, mainly linking U.S. 101 to Interstate 5, SR 45, SR 70/99 and Interstate 80. This includes all of the economic centers in between such as the cities of Williams and Colusa, the Yuba City /Marysville area, and the Nevada City/Grass Valley area. This route is part of a North state "crossroads," or "hub" for agricultural goods movement in the North Valley. Additionally, SR 20 is utilized as an emergency detour route when Interstate 5 or Interstate 80 are closed for major accidents, wildfires, and construction.

Colusa County's agricultural crop business is highly dependent on connectivity to these main corridors, as SR 20 is a key interregional corridor for transporting Colusa County's product to market. This route provides direct "farm to market" access to I-5, SR 45 and SR 70/99. Failure to recognize the significance of this primary transportation corridor east of I-5 will ultimately inhibit the economic health and future growth of the region.

The funding partnerships between CCTC and Caltrans advance both regional and statewide goals and leverage additional funding. Without the critical partnership of both IIP and RIP funds, CCTC would not be able to complete the improvements in this key interregional corridor. Improvements to SR 20 are significant priorities of the CCTC and will continue to be such for future STIP cycles. Recently, the California Transportation Commission (CTC) allocated nearly $3.5M of joint-agency RIP funds to include improvements on SR 20 just east of I-5, providing ever critical access to current and future commerce in the City of Williams area.

In order to continue to develop and maintain partnerships and commitments with Caltrans and work collaboratively to fund improvements in this priority interregional corridor, *it is critical that SR 20 remain identified as part of the new Strategic Interregional Corridors in the 2015 ITSP.*

If you have any questions, or require any additional information, please do not hesitate to contact me at (530) 458-0466, or via email at slanphier@countyofcolusa.org.

Respectfully,

Scott M. Lanphier, PE, CFM
Executive Director
Colusa County Transportation Commission

COMMISSIONERS
County of Colusa:
KIM DOLBOW VANN, CHAIR
GARY EVANS
DENISE CARTER
City of Colusa:
TOM REISCHE, VICE-CHAIR
DAVID WOMBLE
City of Williams:
FRANK KENNEDY

COUNTY OF COLUSA
TRANSPORTATION COMMISSION
TRANSIT AGENCY
1215 MARKET ST., COLUSA, CALIFORNIA 95932
TELEPHONE (530) 458-0466 FAX (530) 458-2035
Scott M. Lanphier, PE, CFM, Executive Director

June 8, 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Dougherty,

Thank you for the opportunity to provide comment and voice our concerns in relation to the recently released Draft 2015 Interregional Transportation Strategic Plan (ITSP).

The Colusa County Transportation Commission (CCTC) has been a committed partner with Caltrans in the planning, programming, and funding of construction improvements on State Route (SR) 20 as a priority interregional corridor in Colusa County. The 1998 ITSP identified SR 20 as a "Focus Route". As a Focus Route this facility was identified as part of the ten Interregional Road System (IRRS) corridors of highest priority in the state for completion of minimum facility standards in the twenty year period. The improvement of this facility and continued partnership with Caltrans is a significant regional transportation priority in Colusa County.

The development of the Draft 2015 ITSP update included a shift away from the previous priority route designation of "Focus Routes" to acknowledge more of a multi-modal approach to planning improvements in the IRRS corridors and proposes what are now called "Strategic Interregional Corridors". The Draft 2015 ITSP, in reference to the 1998 ITSP, states, "Those funding priorities have not changed, however significant statewide polices and goals have emerged since then." The Draft 2015 ITSP also states, "A goal of this ITSP is to develop a more realistic interregional investment strategy that better matches current funding levels and restrictions."

The ITSP should be a comprehensive plan for the interregional system and not a plan that is developed on the basis of current financial constraints. *The omission of SR 20 from inclusion in the eleven identified Strategic Interregional Corridors in the Draft 2015 ITSP is inconsistent with previous priorities, and limits the potential for future Interregional Improvement Program (IIP) and Regional Improvement Program (RIP) funding opportunities.*

that is not included in the ITSP, especially given the aforementioned statements about "current funding levels and restrictions."

It is our understanding that the Draft 2015 ITSP update utilized freight movement as "a surrogate for interregional travel," and, "that each of the state highways contained within the Strategic Interregional Corridors of the ITSP was examined for its annual average truck and automobile volumes with the intent of finding areas that had the greatest freight truck impact" (Draft ITSP Page XIX). This decided emphasis on goods movement data does not capture all of the interregional travel, movement, or long distance non-commute related trips, as defined in the Draft ITSP on page 2.

Many significant non-commute related trips in rural areas are made for the purposes of recreational travel, tourism and market-to-farm agriculture activities. These trips are vital to state and regional economies and should be considered in all aspects of transportation planning in conjunction with goods movement. Other interregional trips in the rural areas of California provide access to tribal lands, provide critical support for emergency preparedness, or consist of long distance trips to shopping or other service destinations. The majority of the rural area interregional trips are made in a vehicle, as transit systems and other modal options are largely unavailable.

The RCTF membership recognizes Caltrans' intent to comply with Senate Bill 486 (DeSaulnier) deadlines, but we believe that proposing to eliminate critical segments of Focus Routes without a comprehensive analysis of interregional travel fails to capture regional transportation demands that impact California's rural communities. A more comprehensive analysis of interregional trips would better contribute to the purpose of the ITSP by ensuring that the plan "evaluates the basic connectivity and accessibility of the interregional transportation system to ensure all major regions in the state can be reliably accessed" (Draft ITSP page 6).

The state transportation system has a tremendous value to the rural areas. In many cases, state highways serve as main streets for rural communities and provide critical links from communities that would otherwise have no alternate route. As noted on page 7 of the 2015 Draft ITSP, rural areas "do not have the population to raise revenues for extensive improvements which will benefit the entire state." We appreciate your consideration of the rural areas of California as you further refine the Draft ITSP and the Strategic Interregional Corridors contained therein.

Sincerely,

Jerry Barton
Chair, RCTF

Cc: Brian Kelly, Secretary, California State Transportation Agency
Will Kempton, Executive Director, California Transportation Commission
Scott Sauer, Branch Chief, California Department of Transportation
Janet Dawson, Chief Consultant, Assembly Transportation Committee
Eric Thronsen, Consultant, Senate Transportation and Housing Committee
Lisa Davey-Bates, Chair, North State Super Region

California Rural Counties Task Force

Meura Twomey, Vice Chair
Association of Monterey Bay Area Governments
831 883 3750

Jerry Barton, Chair
El Dorado County Transportation Commission
530 642 5260

Adam Hansen, Secretary
Tehama County Public Works
530 385 1462

June 5, 2015

Mr. Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873, MS-49
Sacramento, CA 94273-0001

Re: Comments on the Draft Interregional Strategic Plan

Dear Mr. Dougherty:

The Rural Counties Task Force (RCTF) represents the 26 Rural Regional Transportation Planning Agencies and Local Transportation Commissions in California that coordinate with local, state, and federal agencies to plan, fund, design, and construct transportation projects that address statewide sustainability and environmental goals. The RCTF was established in 1988 in partnership with the California Transportation Commission to provide a direct opportunity for rural counties to remain involved with changing statewide and federal transportation policies and programs in an advisory role.

The RCTF membership appreciates the opportunity to comment on the 2015 Draft Interregional Strategic Plan (ITSP). Caltrans' System Planning staff have provided updates at our recent meetings and there has been much discussion and concern about this document from the rural perspective.

The development of the Draft 2015 ITSP update included a shift away from the previous priority route designation of Focus Routes to acknowledge more of a multi-modal approach to planning improvements in the Interregional Road System (IRRS) corridors, and proposes what are now defined as Strategic Interregional Corridors. The Draft 2015 ITSP, in reference to the 1998 ITSP states; "Those funding priorities have not changed, however significant statewide policies and goals have emerged since then" (Draft ITSP page 2). The Draft 2015 ITSP also states, "A goal of this ITSP is to develop a more realistic interregional investment strategy that better match current funding levels and restrictions" (Draft ITSP page 7). The RCTF believes the ITSP should be a comprehensive plan for the interregional system and not a plan that is developed on the basis of financial constraints. It might be helpful to consider a funding constrained and unconstrained list of projects, similar to those included in Regional Transportation Plans. While we appreciate that the ITSP indicates that "IRRS facilities not identified still hold regional significance for cities, counties, regional agencies and the state, and are still eligible for funding through a variety of sources, including the ITIP" (Draft ITSP page 54). The RCTF member agencies recognize that it is highly unlikely that ITIP funding would be identified for a corridor

"minimum facility concept standard" during the ITSP 20-year planning horizon, which isn't scheduled to sunset until 2033. It's important to note that several of these counties have spent millions of dollars and programmed against future revenues to fund the planning, design, and environmental review requirements anticipating future ITIP awards to upgrade these facilities based on their Focus Route designation. RCRC is concerned that failing to include these routes in the Strategic Interregional Corridors as proposed in the Draft 2015 ITSP will have a tremendous impact on these counties' ability to compete for limited ITIP funding to upgrade these critical IRRS corridors and threatens rural economic opportunities.

It is our understanding that the development of the Draft 2015 ITSP update and the identification of the Strategic Interregional Corridors focused only on the analysis of goods movement data and inter-city rail corridors, and did not include an analysis or modeling of travel on the interregional state highway system. Interregional recreational travel and tourism are vital to the State and regional economies and should be considered in all aspects of transportation planning in conjunction with goods movement. RCRC recognizes Caltrans' intention to comply with Senate Bill 486 (DeSaulnier) long-range transportation planning and programming deadlines, but believes that proposing to eliminate critical segments of Focus Routes without comprehensive analysis of interregional travel is a shortsighted approach at capturing regional transportation demands that unduly impacts these rural communities.

Interregional travel is a primary concern for RCRC and our member counties who greatly rely on the interregional transportation system to not only provide rural communities with access to developed areas of the State, but help strengthen our economic competitiveness. RCRC believes that Caltrans should add State Routes 20, 49, 198, and 395 to the list of Strategic Interregional Corridors as proposed in the Draft ITSP so they continue to maintain their high priority status to compete for ITIP funding.

If you should have any questions or concerns with these comments, please feel free to contact me directly at (916) 447-4806.

Sincerely,

Paul A. Smith

PAUL A. SMITH
Senior Legislative Advocate

cc: Brian Kelly, Secretary, California State Transportation Agency
Will Kempton, Executive Director, California Transportation Commission
Scott Sauer, Branch Chief, California Department of Transportation
Janet Dawson, Chief Consultant, Assembly Transportation Committee
Eric Thronsen, Consultant, Senate Transportation and Housing Committee
Jerry Barton, Chair, Rural Counties Task Force
Lisa Davey-Bates, Chair, North State Super Region

260.0

RURAL COUNTY REPRESENTATIVES
OF CALIFORNIA

June 2, 2015

Mr. Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

RE: Draft Interregional Transportation Strategic Plan

Dear Mr. Dougherty:

On behalf of the Rural County Representatives of California (RCRC), I write to provide comments and voice concerns regarding the Draft Interregional Transportation Strategic Plan (ITSP).

RCRC is an association of thirty-four rural California counties and the RCRC Board of Directors is comprised of elected supervisors from those member counties. Rural county supervisors are extensively involved in transportation-related issues on two primary fronts: 1) Boards of Supervisors oversee public works directors/departments and subsequently help maintain the road network of their respective county; and, 2) many supervisors sit as members of local transportation planning agencies where determining and funding projects are prioritized and developed.

The ITSP is a California Department of Transportation (Caltrans) planning document that provides guidance for the identification and prioritization of interregional transportation projects. The initial ITSP was developed in 1998 and a status update was conducted more recently in October 2013. A key component of the initial and subsequent update of the ITSP is the identification of 10 "Focus Routes," which consist of a subset of Interregional Road System (IRRS) routes as identified in Streets and Highways Code Section 164.10 to 164.20, to receive high priority for Interregional Transportation Improvement Program (ITIP) funding. These Focus Routes - combined with certain components of the interstate system - are the backbone of interregional goods movement; support rural economies based on agriculture and recreational tourism; and provide connectivity between rural communities and developed areas of the State.

The Draft 2015 ITSP proposes to eliminate critical segments of Focus Routes in several rural counties through a shift towards newly-identified Strategic Interregional Corridors. Specifically, the Draft 2015 ITSP proposes to eliminate State Routes 20, 49, 198, and 395, which are critical routes that serve the counties of Nevada, Yuba, Sutter, Colusa, Lassen, Modoc, Tulare, Kings, and Fresno, and neighboring counties who use these routes to travel across regions. These Focus Routes, among others, represent the IRRS corridors that were identified as the highest priority for interregional travel and for scheduled upgrades to reach the

1215 K Street, Suite 1650, Sacramento, CA 95814 | www.rcrcnet.org | 916.447.4806 | Fax: 916.448.3154

ALPINE AMADOR BUTTE CALAVERAS COLUSA DEL NORTE EL DORADO GLENN HUMBOLDT IMPERIAL INYO LAKE LASSEN MADERA MARIPOSA MENDOCINO MERCED MODOC MONO NAPA NEVADA PLACER PLUMAS SAN BENITO SHASTA SIERRA SISKIYOU SUTTER TEHAMA TRINITY TULARE TUOLUMNE YOLO YUBA

Among the factors that justify including the identified segments of SR 20, SR 49, SR 99, and US 50 as strategic interregional corridors:

- Freight represents a significant portion of travel along each corridor and each corridor has been endorsed as a priority goods movement route in adopted regional plans or in the recently completed California Freight Mobility Plan (CFMP).
- As population in the communities along these corridors continues to increase, there is the risk of greater friction between passenger and freight vehicles without further investment. Already, many segments of these corridors have greater incidence rates than the statewide average and critical safety improvements are planned.
- The corridors provide unique interregional connections. Only the SR 99 corridor is near a parallel ITSP priority corridor (SR 70). For the other corridors, these routes are the only major interregional route for many miles. For example, the closest east-west strategic interregional corridor to SR 20 is 100 miles north on I-5 (SR 44 in Redding) or 50 miles south (I-80 in Sacramento).
- Regional and local agencies have demonstrated a true partnership with Caltrans to help fund prior improvements, but state support through the Interregional Transportation Improvement Program (ITIP) will continue to be needed if long-planned safety and mobility needs are to be completed. Most of these routes connect economically disadvantaged communities with limited local funding options.
- The draft ITSP includes Capital Corridor passenger rail from Auburn to San Jose, a key project to the SACOG region. For interregional travel from Nevada County to Placer County, motorists and local transit service must use SR 20 and SR 49 to reach the Capitol Corridor station in Auburn.

SACOG has shaped our ITSP recommendations through coordination with other regional agencies that include the Colusa County Local Transportation Commission, the El Dorado Transportation Commission, the Nevada County Transportation Commission, and the Placer County Transportation Planning Agency. We look forward to our continued and successful partnership with these partner agencies and Caltrans in realizing the vision of an efficient interregional transportation system that provides vital access and mobility opportunities across California.

We appreciate your consideration of these ITSP recommendations and welcome any questions you may have.

Sincerely,

Matt Carpenter
Director of Transportation Services

Sacramento Area
Council of
Governments

1415 L Street,
Suite 300
Sacramento, CA
95814

tel: 916.321.9000
fax: 916.321.9551
tdd: 916.321.9550
www.sacog.org

June 8, 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Re: SACOG comments on the Draft 2015 ITSP

Dear Mr. Dougherty,

We appreciate the opportunity to review and comment on the Draft 2015 Interregional Transportation Strategic Plan (ITSP). The Sacramento Area Council of Governments (SACOG) has had a long and successful history partnering with Caltrans and neighboring regional transportation planning agencies to plan and implement important projects along the corridors that link Northern California.

The current version of this plan, the 1998 ITSP, identifies a comprehensive network of priority interregional highways and rail corridors through the SACOG region. Since that plan was adopted, these corridors have been repeatedly endorsed as important interregional corridors in local, regional, and state planning documents.

We are encouraged that the new draft of the ITSP reaffirms the importance of some of these interregional routes through a new designation as a Strategic Interregional Corridor. Both the I-80 and I-5 corridors will remain vital connections across the state, while the identified segments of the intercity rail corridors linking our region to the Bay Area and the Central Valley will serve an increasing share of travel in the future.

Our concern with the draft ITSP is that other important interregional corridors are proposed to be removed from the priority interregional transportation network in the two ITSP geographies that include the SACOG region: the *San Francisco Bay Area – Sacramento – Northern Nevada* region and the *North Coast – Northern Nevada* region. Specifically, our concern is that the following corridors are not priorities in the new draft of the ITSP:

- SR 20 between I-5 to I-80
- SR 49 between Grass Valley and I-80
- SR 99 between the SR 99/SR 70 split and Butte County
- US 50 between Sacramento and the Nevada state line

SACOG recommends that Caltrans add these segments to the 2015 ITSP as strategic interregional corridors. Leaving out these routes is inconsistent with adopted policy documents that demonstrate their importance to moving people and goods across Northern California. These interregional corridors should remain the priorities they were when first identified in the 1998 ITSP.

Auburn
Citrus Heights
Colfax
Davis
El Dorado County
Elk Grove
Folsom
Galt
Isleton
Lincoln
Live Oak
Loomis
Marysville
Placer County
Placerville
Rancho Cordova
Rocklin
Roseville
Sacramento
Sacramento County
Sutter County
West Sacramento
Wheatland
Winters
Woodland
Yolo County
Yuba City
Yuba County

RECEIVED JUN 15 2015

15329 Little Valley Road, No. 56
Grass Valley, CA 95949
Thurs. June 4, 2015

Mr. Scott Sauer
CalTrans System Planning
MS 32
P.O. Box 942874
Sacramento, CA 94274

re: State Route 49 and 20 Strategic Corridor, Nevada County

Dear Sir;

This morning's news broadcast on radio station KNCO, Grass Valley, Nevada City, informed listeners that the above-named Strategic Corridor had been stricken from its position of High Priority in this year's CalTrans System Plan.

It happens that I live immediately adjacent to SR 49, about 5 miles south of Grass Valley, and one-half mile N of the Alta Sierra Drive signal. I'm therefore constantly alert to the nature of the traffic on the Route, its stoppages due to mishaps, and its increases in flow.

Kindly permit me to encourage your re-consideration of the SR 49 & 20 Nevada County prioritization, by highlighting the following several factors.

Especially in winter, SR 49 & 20 become alternate routes of travel when I-80 traffic is closed or hindered due to snowfall or vehicle accident. Westbound automobile and big-rig traffic becomes continuous and non-stop southward on SR 49, heading toward the I-80 junction in Auburn to resume travel to Sacramento, the Central Valley, and San Francisco metropolitan Bay Area cities. The SR 49 & 20 Strategic Corridor is an essential back-up route for the heavy commercial and recreational traffic that usually travels I-80 over the Donner Pass. Many drivers select the route in fair weather as well.

Notwithstanding the numerous local trips upon this Corridor, improvements to the SR 49 & 20 Strategic Corridor primarily benefit traffic with metropolitan destinations. The effects of straightening and widening these arterials provide opportunity for pokey drivers to choose a right-hand lane, and facilitate the movement of through traffic.

You may know that Nevada County has already spent some six millions of taxpayer dollars, on both environmental and engineering work, in order to partner with the State for the necessary improvements to the SR 49 & 20 Strategic Corridor.

In light of that significant investment, and of the greater benefits that will accrue to California urban areas through improvements to these roads, let me urge you to give the SR 49 & 20 Strategic Corridor another look, in recognition that upgrades to California's mountain arterials help to insure the unimpeded flow of life-blood, and hence livelihood, from and to our important population centers in the Golden State.

Respectfully yours,

L.C. Redmond

cc.: Sen. Gaines
Assem. Dahle
Sup. Scofield
Exec. Director Landon

June 9, 2015

Tracy Frost, Chief
Caltrans System Planning MS 32
P.O. Box 942874
Sacramento, CA 94274

Subject: Comments on Draft 2015 Interregional Transportation Strategic Plan Update

Dear Ms. Frost,

I am writing you today to express my concerns related to the Draft 2015 Interregional Transportation Strategic Plan (ITSP). As a former City Council member and Mayor of the City of Grass Valley, as well as former members of the Nevada County Transportation Commission, I am acutely aware of the interregional importance of both State Route (SR) 20 and SR 49.

As a key east/west interregional connection linking U.S. 101, Interstate 5, SR 99, SR 70, and Interstate 80, both SR 20 and SR 49 were considered to be "Focus Routes" of top priority in the 1998 ITSP. These routes however, were not included in the proposed "Strategic Interregional Corridors" designating high priority in the 2015 Draft ITSP. Both the SR 20 and SR 49 interregional corridors address the objectives considered in defining the new Strategic Interregional Corridors in the 2015 Draft ITSP and the goals of the California Transportation Plan 2040, I respectfully request that Caltrans include them in the Strategic Interregional Corridors in the Final 2015 ITSP.

SR 20 and SR 49 are key interregional corridors that provide for the movement of goods and people to and from the region and access to the City of Grass Valley, which serves as the economic hub of the region. The planned improvements in the SR 20 and SR 49 corridors will play a key role in improving safety and providing for the reliable movement of people and goods to and from the region. SR 20 and SR 49 also provide critical connections to the Interstate 5 and Interstate 80 gateways and serve as emergency alternative routes when accidents or other incidents force closures.

I am well of aware of funding constraints at the state and federal level and recognize that funding priorities change from year to year, but I strongly disagree with SR 20 and SR 49 not being included in the priority Strategic Interregional Corridors in the 2015 Draft ITSP. I respectfully request that you consider restoring the priority designation for these important interregional routes and include them in the Strategic Interregional Corridors.

Sincerely,

Linda Stevens

While the surge of effort 9 years ago was instrumental in reducing fatalities from as many as 10 per year to an average of about 2 per year, the total number of accidents has increased 54% in the past 7 years. (see accident table)

Year	Fatal	Injury	Property Damage Only	Total
2008	1	23	41	65
2009	3	31	37	71
2010	2	19	43	64
2011	1	39	51	91
2012	2	24	66	92
2013	2	28	74	104
2014	0	33	67	100

Caltrans data
CHP data

When our group started in 2006, **SR49** had an **"F" Rating** and to this date it continues to have an **"F' Rating**. With the amount of traffic and congestion increasing each year the need to **maintain SR49 as a Focus Route** becomes vitally important. **The elimination of SR49 as a FOCUS Route would return us to the 2003 levels of accidents and fatalities.**

Sincerely,
Bruce Jones, Deborah Jones and Chet Krage
"Citizens for Highway 49 Safety"
www.citizensforhighway49safety.com
530-268-9117

Dan Landon

From:	Dan Landon <dlandon@nccn.net>
Sent:	Thursday, June 04, 2015 10:53 AM
To:	catherine.bird@sen.ca.gov; cheri.west@asm.ca.gov
Cc:	Benipal, Amarjeet S@DOT (amarjeet.benipal@dot.ca.gov); Dianira Soto (dianira.soto@dot.ca.gov)
Subject:	FW: 2015 Interregional Strategic Plan

Sent: Thursday, June 04, 2015 10:43 AM
To: hq.system.planning@dot.ca.gov
Subject: 2015 Interregional Strategic Plan

Dear Mr. Scott Sauer,

We strongly request that the **State Route 49** segment between Grass Valley and Auburn be included as part of a Strategic Interregional Corridor in the 2015 Interregional Strategic Plan. This designation is consistent with the designation of State Route 49 as an **Interregional Focus Route in the 1998 ITSP and the 2012 ITSP Update.**

For several decades, traffic volume has exceeded design on this SR 49 segment and has resulted in excessive fatalities, injuries, and collisions. In the past 26 years, 2 comprehensive studies have been conducted by Caltrans and the transportation commissions of Nevada and Placer counties to identify and evaluate alternative routes (bypasses) for SR 49 traffic to access I-80. No feasible alternatives were found, and the conclusion of both studies was to make incremental improvements to the existing route.

The inclusion of this SR 49 segment in the 1998 ITSP as a Focus Route enhanced the ability to secure priority and funding to "keep up" with increasing traffic and to reduce the safety hazards and accident statistics in the ensuing years. A partial list of improvements since 1998 includes:

1. Several sections of the 2-lane highway were expanded to 4-lane and many un-signaled encroachments were eliminated.

2. Grants were obtained to increase enforcement on SR 49.

3. Numerous minor projects were executed to add turn lanes and shoulders.

4. Rumble strips were added to the 2-lane sections to help prevent crossover head-on collisions but it has not prevented all of them and they continue to happen.

5. The SR 49 segment was designated a Safety Corridor amidst a major citizen campaign initiated by the group, "Citizens for Highway 49 Safety" to SAVE LIVES NOW.

6. With Caltrans leadership, the SR 49 Corridor System Management Plan was developed and is being executed and has had positive results.

But we are not done. Many more improvements are needed, and continuing its designation as a FOCUS ROUTE is vital for SR 49.

It would be greatly appreciated if Caltrans would reconsider this proposed action and recognize the work of so many in this region and the NCTC to work with Caltrans to improve these corridors and honor the existing partnerships and commitments that have been made over so many years.

Thank you for any assistance you can provide on this issue, I am at your service to provide any additional background.

Edward B. Sylvester

11552 Northview Drive
Nevada City ,California
95959
530-271-7309
runs4hrs@nccn.net

260.E

EDWARD B. SYLVESTER

California Transportation Commission
1120 N Street MS-52
Sacramento, California
958143
Attn: Will Kempton
Executive Director

June 5, 2015

Dear Will:

I hope this finds you well and still running!

It has come to my attention the Draft 2015 ITSP has omitted the SR20 corridor(east of Interstate 5 to Interstate 80) and the SR 49 corridor(Grass Valley to Interstate 80) from inclusion in the eleven identified Strategic Interregional Corridors .

As a 16 year member of the Nevada County Transportation Commission and as member and Chairman of the California Transportation Commission I find this omission is not consistent with previous priorities and does not reflect the interregional importance of these corridors.

These two corridors are the lifelines of this area. They provide routes of commerce and commute routes as well as providing alternative routes in emergencies on both 80 and 5.

I am the Vice Chairman of Sierra Nevada Memorial Hospital Board and these routes are of critical importance for our emergency services and their continued improvement means improved safety for our transportation vehicles. We are also the largest private employer in Nevada County with over 800 employees to whom these routes are of critical importance as well.

Cc:
Scott Sauer
Caltrans System Planning MS 32
P.O. Box 942874
Sacramento, CA 94274

Ms. Lucetta Dunn, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Will Kempton, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Assemblyman Brian Dahle
State Capitol, Suite 2158
Sacramento, CA 94249-0001

Senator Ted Gaines
State Capitol, Room 3070
Sacramento, CA 95814

SIERRA COLLEGE

June 8, 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Subject: Comments regarding Caltrans Draft 2015 Interregional Transportation Strategic Plan

Dear Mr. Dougherty,

Since the establishment of the Sierra College Nevada County Campus, our goal has been to facilitate learning, inspire change, and build community. The College continues this mission as it adapts to meet the ever-changing needs of students while also promoting lifelong learning for community members. Sierra College has an outstanding academic reputation, excellent technologies and training programs, and updated facilities, to serve a projected enrollment of over 10,000 credit and noncredit students at this campus location. The Nevada County Campus serves students in Nevada County as well as surrounding counties.

Once students begin their higher education journey at our campus, we find many of them expand their educational opportunities by commuting to the Rocklin campus; therefore, traveling regularly on SR 20 and SR 49. It is with our students in mind that we respectfully ask for your reconsideration to include SR 20 and SR 49 in the Draft 2015 Interregional Transportation Strategic Plan (ITSP). Both SR 20 and SR 49 serve as critical corridors providing for both regional and interregional access to the Sierra College Nevada County Campus. As our enrollment increases it will be important that improvements are constructed in these corridors in order to maintain safe and efficient access for our students as well as our employees.

It is my hope that you will include SR 20 and SR 49 as part of the new priority Strategic Interregional Corridors in the 2015 ITSP to ensure the improvements needed to provide safe and reliable access remain a priority for regional, state, and federal funding sources.

Sincerely,

Stephanie Ortiz, Executive Dean
Sierra College Nevada County Campus

It is crucial that SR 20 and SR 49 be included as part of the new priority Strategic Interregional Corridors in the 2015 ITSP to ensure that partnerships are maintained to fund the identified improvements needed to provide safe and reliable access to Nevada City and play a key role in its economic vitality.

Sincerely,

Terri Andersen, Mayor
Nevada City

Cc:
Scott Sauer
Caltrans System Planning MS 32
P.O. Box 942874
Sacramento, CA 94274

Ms. Lucetta Dunn, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Will Kempton, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Assemblyman Brian Dahle
State Capitol, Suite 2158
Sacramento, CA 94249-0001

Senator Ted Gaines
State Capitol, Room 3070
Sacramento, CA 95814

City of Nevada City

June 10, 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Dougherty,

Thank you for providing an opportunity for the Nevada City Council to comment on the recently released Draft 2015 Interregional Transportation Strategic Plan (ITSP). State Routes (SR) 20 and SR 49 are key interregional corridors providing access to Nevada City. These routes were identified as "Focus Routes" in the 1998 ITSP and were included as part of the ten Interregional Road System (IRRS) corridors of highest priority for completion to minimum facility standards in the twenty year period.

The Draft 2015 ITSP update included a shift away from the previous priority route designation of "Focus Routes" to acknowledge more of a multi-modal approach to planning improvements in the IRRS corridors and now proposes the priority designation "Strategic Interregional Corridors". Nevada City supports a multi-modal approach when planning improvements to the IRRS, but the omission of SR 20 and SR 49 from inclusion in the eleven identified priority Strategic Interregional Corridors in the Draft 2015 ITSP is a drastic and unwarranted shift from previous priorities.

Interregional recreational travel and tourism are vital to the economy of the state and Nevada City, and should be considered in all aspects of transportation planning in conjunction with goods movement. Nevada City is a tourism destination and annually hosts numerous events that draw local, regional, national, and international attendance. One such event, the Nevada City Classic is one of America's top cycling events and celebrates its 55th anniversary this year and many of the nation's top cyclists are expected to be on hand. The Nevada City Classic is one of the premiere sporting events in the Sierra foothills, the largest and oldest bike race on the West Coast, and the second-oldest race in the nation. In 2010, 2011, and 2015, Nevada City has hosted stages of the Amgen Tour of California, which is an annual professional cycling stage race on the UCI America Tour and USA Cycling Professional Tour. These events and other events, such as the Nevada City Film Festival, South Yuba River Citizens League Wild and Scenic Environmental Film Festival, Nevada City Summer Nights, and Victorian Christmas are dependent on having safe and reliable access provided by SR 20 and SR 49.

current demand and forecasted growth. These routes also provide critical connections to the Interstate 5 and Interstate 80 gateways.

SR 49 plays a key role in providing interregional multi-modal connectivity for the residents of Grass Valley, serving as an interregional public transit corridor that provides connections to Placer County Transit and the Amtrak Capital Corridor Inter-City Passenger Rail, at the Auburn Conheim Multimodal Station. SR 49 from Dry Creek Road to south of the McKnight Way Interchange is also designated as a Safety Corridor and daylight/headlight section. A Safety Corridor is a segment of highway with potential for fatal and severe collisions that is identified and focused on by the state and local officials with increased enforcement, public awareness measures, and short-term and long-term highway improvements in order to reduce and prevent fatal and severe collisions. Improvements in this key corridor will improve safety, reduce congestion, provide multi-modal connections, and assist in achieving attainment of the federal ozone air quality standards, as well as statewide greenhouse gas emission reduction goals.

The planned improvements to the SR 20 and SR 49 interregional corridors address the objectives of both the ITSP and the California Transportation Plan 2040, and merit inclusion in the 2015 ITSP Strategic Interregional Corridors.

Sincerely,

Jason Fouyer, Mayor
City of Grass Valley

Cc:
Scott Sauer
Caltrans System Planning MS 32
P.O. Box 942874
Sacramento, CA 94274

Ms. Lucetta Dunn, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Will Kempton, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Assemblyman Brian Dahle
State Capitol, Suite 2158
Sacramento, CA 94249-0001

Senator Ted Gaines
State Capitol, Room 3070
Sacramento, CA 95814

Improvements in this key corridor will improve safety, reduce congestion, provide multi-modal connections, and assist in achieving attainment of the federal ozone air quality standards, as well as statewide greenhouse gas emission reduction goals.

The Nevada County Transportation Commission has been a committed partner with Caltrans in the planning, programming, and funding of construction improvements in these priority interregional corridors. In order to honor the existing partnerships and commitments that have been made with Caltrans and continue to work collaboratively to fund the improvements in these interregional corridors it is critical that SR 20 and SR 49 be included as part of the new Strategic Interregional Corridors in the 2015 ITSP.

Sincerely,

Ed Scofield, Chair
District 2 Supervisor
Nevada County Board of Supervisors

Cc:
Scott Sauer
Caltrans System Planning MS 32
P.O. Box 942874
Sacramento, CA 94274

Ms. Lucetta Dunn, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Will Kempton, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Assemblyman Brian Dahle
State Capitol, Suite 2158
Sacramento, CA 94249-0001

Senator Ted Gaines
State Capitol, Room 3070
Sacramento, CA 95814

GRASS VALLEY CITY COUNCIL
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Howard Levine, Vice Mayor
Ben Aguilar
Jan Arbuckle
Lisa Swarthout

June 23, 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Dougherty,

The City of Grass Valley is appreciative of the opportunity to comment on the recently released Draft 2015 Interregional Transportation Strategic Plan (ITSP). The City of Grass Valley is the economic hub of western Nevada County. State Routes (SR) 20 and 49 are key interregional corridors that provide for the movement of goods and people to and from the region and access to the City of Grass Valley.

SR 20 and SR 49 were identified as "Focus Routes" in the 1998 ITSP and were included as part of the 10 Interregional Road System (IRRS) corridors of highest priority for completion to minimum facility standards in the twenty year period. It is our understanding that the Draft 2015 ITSP update included a shift away from the previous priority route designation of "Focus Routes" to acknowledge more of a multi-modal approach to planning improvements in the IRRS corridors and now proposes the priority designation be identified as "Strategic Interregional Corridors". The City of Grass Valley supports a multi-modal approach when planning improvements to the IRRS, but the omission of SR 20 and SR 49 from inclusion in the 11 identified priority Strategic Interregional Corridors in the Draft 2015 ITSP is an unwarranted shift from previous priorities.

The interregional state highway system is an integral part of the backbone of the state transportation system providing for not only goods movement, but the movement of people between rural areas and urban centers and providing connections to the interstate system. SR 20 and SR 49 serve the major east/west interregional movement for people and goods across the northern Central Valley, linking U.S. 101, Interstate 5, SR 99, SR 70, and Interstate 80. Interregional recreational travel and tourism are also vital to both the state and regional economies and should be considered in all aspects of transportation planning. The planned improvements in the SR 20 and SR 49 corridors will play a key role in improving safety, providing for the reliable movement of people and goods, and are needed to accommodate

260.0

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ENVIRONMENTAL SAFETY AND
TOXIC MATERIALS
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June 5, 2015

Malcolm Dougherty, Director
California Department of Transportation
Mail Station MS-32
P.O. Box 942874
Sacramento, CA 94274-0001

Subject: 2015 Interregional Transportation Strategic Plan

Dear Mr. Dougherty:

I appreciate the opportunity to provide the California Department of Transportation (Caltrans) comments on development of the 2015 Interregional Transportation Strategic Plan (ITSP). I represent the 3rd Assembly District, encompassing Yuba, Sutter, Colusa, Butte, Glenn, and Tehama Counties and offer the following for your consideration.

Since 1988, Caltrans has been working within the 3rd Assembly District to improve State Route 70, State Route 99, and State Route 20. SR 70 and SR 99 are critical to personal vehicle traffic and economic goods transportation up and down the state. SR 20 is critical to personal vehicle traffic and economic goods transportation east and west between Interstate 5 and Interstate 80.

Though I appreciate that SR 70 has been recognized in the ITSP, I am concerned that SR 99 and SR 20 have not been included in the plan. Widening and improving SR 20 and SR 99 is important for safety and the transportation of economic goods. Rural two-lane highways are not safe. The 3rd Assembly District is a major agricultural area of California and during harvest season there are dangerous situations as heavy equipment is transported and truck traffic increases. With insufficient passing lanes on all three state routes, the region is subject to higher fatalities because of head-on collisions.

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The deletion of these important interregional highways from the ITSP does not indicate a renewed commitment on the part of Caltrans to work with regional agencies or other transportation partners and appears to be a transportation decision made in isolation, without regard to the economic and transportation of a significant portion of Northern California.

While it is recognized that in the short-term, state funding may be needed for other facilities and modes of transportation, in the long-term, including these interregional routes in Strategic Interregional Corridors will preserve the opportunity for regional agencies to partner with Caltrans to fund future improvements.

Sincerely,

BRIAN DAHLE
Assemblyman, 1st District

Cc:

Scott Sauer
Caltrans System Planning MS 32
P.O. Box 942874
Sacramento, CA 94274

Ms. Lucetta Dunn, Chair
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BRIAN DAHLE
ASSEMBLYMAN, FIRST DISTRICT

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PRIVACY AND CONSUMER PROTECTION
UTILITIES AND COMMERCE
WATER, PARKS AND WILDLIFE

May 28, 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Dougherty

The purpose of this letter is to convey comments regarding the Draft 2015 Interregional Transportation Strategic Plan (ITSP). As noted in the draft 2015 ITSP, the connections among regions that are provided by the interregional transportation system enable people living in dense urban areas, working the state's expansive farmlands, or serving the tourist industry in rural mountain communities to participate in California's economy and have access to essential services and opportunities.

The draft 2015 ITSP, states "Caltrans prepared the first ITSP in 1998 in response to Senate Bill (SB) 45 passed in 1997, which altered the priorities and processes for programming and expenditure of state transportation funds. Those funding priorities have not changed, however significant statewide policies and goals have emerge since then."

"In 2013, Caltrans finalized the ITSP status update which summarized the accomplishments of the interregional transportation system program in the fifteen years following the passage of SB 45.... The results showed that roughly 32% of the identified state highway deficiencies have been addressed."

If funding priorities have not changed, and only 32% of the identified state highway deficiencies have been addressed, why have interregional routes such as US 395 from Susanville to the Oregon state line, SR 20 from Interstate 80 to US 101, and SR 49 from Auburn to Grass Valley not been included in Strategic Interregional Corridors and therefore are not listed as Priority Interregional Highways?

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These roads are vital not just to the economy of the area, but to meeting the day-to-day needs of businesses and residents. In order to function safely and efficiently with this broad mix of uses, they must be among the corridors identified as Strategic Interregional Corridors in the draft plan for which public comments are now being accepted.

I am concerned that the emphasis of the draft Interregional Transportation Strategic Plan is squarely on the urban centers without sufficient consideration of the needs of our rural communities, and that puts all people and businesses using those roads at increased risk.

I urge you to please consider identifying the two segments I referenced on the Highway 20 corridor and the Highway 99/70 corridor as Strategic Interregional Corridors.

I appreciate your consideration and look forward to hearing your response. If you have further questions or need additional information, please contact my Roseville District Office at (916) 772-0571.

Sincerely,

Jim Nielsen

JIM NIELSEN
Senator, Fourth District