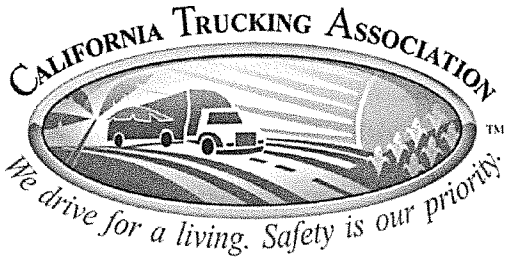
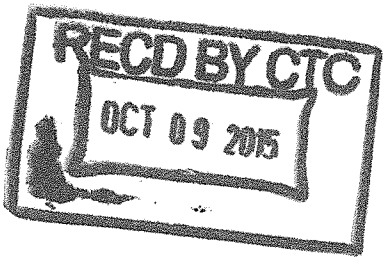


October 7, 2015



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

Yellow Meeting Handout

Tab 21

MENDOCINO
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PHILLIP J. DOW, EXECUTIVE DIRECTOR

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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, 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

Yellow Meeting Handout