

## California Department of Transportation

DIVISION OF FINANCIAL PROGRAMMING  
1120 N Street, MS-82 | SACRAMENTO, CA 95814  
(916) 654-4013 | FAX (916) 654-2738  
[www.dot.ca.gov](http://www.dot.ca.gov)



September 13, 2021

Mitch Weiss  
Executive Director  
California Transportation Commission  
1120 N Street  
Sacramento, CA 95814

### **RE: 2022 STATE TRANSPORTATION IMPROVEMENT PROGRAM NEEDS**

Dear Mr. Weiss:

Per the 2022 State Transportation Improvement Program (STIP) Guidelines, the California Department of Transportation (Caltrans), Division of Financial Programming, is transmitting the statewide list of needs for the State highway and intercity rail systems to the California Transportation Commission (CTC). This letter includes the 2022 STIP Transportation Needs Project List (Attachment A), and the Corridor Needs Summary (Attachment B). The projects listed in Attachment A are not in priority order and do not reflect Caltrans' and the State's recent changing goals and priorities, such as the California Transportation Plan 2050 and the Climate Action Plan for Transportation Infrastructure (July 2021). However, this project list will be frequently updated to include future projects that are better aligned with current goals and priorities.

The list of projects in Attachment A was developed through a coordinated effort between Caltrans' districts and partner agencies and compiled within the Division of Transportation Planning in collaboration with the Divisions of Financial Programming and Rail and Mass Transportation. The list identifies 131 projects throughout California, comprising projects on and off the State Highway System system, border, port, rail, and transit. Several of these projects are listed in the comprehensive multimodal corridor plans and are eligible for funding through various programs beyond the STIP, such as Solution for Congested Corridors Program, Trade Corridor Enhancement Program, Rebuilding American Infrastructure with Sustainability and Equity, and Infrastructure for Rebuilding America.

Mr. Weiss, Executive Director, California Transportation Commission  
September 13, 2021  
Page 2

The Corridor Needs Summary (Attachment B) is included to provide a high-level overview of various transportation needs for 11 corridors throughout California. The corridor needs are not project-specific and are intended to guide districts and partner agencies in assessing the corridors and identifying specific projects to address those needs.

If you have any questions or concerns regarding these lists, please contact Scott Sauer at (916) 261-3473 or email sent to [Scott.Sauer@dot.ca.gov](mailto:Scott.Sauer@dot.ca.gov).

Sincerely,



James R. Anderson  
Division Chief, Financial Programming

Attachments:

Attachment A: 2022 STIP Transportation Needs Project List

Attachment B: 2022 ITSP Corridor Needs Summary

C:

Teresa Favila, Programming Deputy Director, CTC

Laura Pennebaker, Transportation Planning Deputy Director, CTC

Steven Keck, Finance Deputy Director, Caltrans

Jeanie Ward-Waller, Planning & Modal Programs Deputy Director, Caltrans

Marlon Flournoy, DOTP Division Chief, Caltrans

Nieves Castro, DOTP Deputy Division Chief, Caltrans

Scott Sauer, DOTP Multi-modal System Planning Office Chief, Caltrans

Sinarath Pheng, DOTP Strategic Investment Planning Office Chief, Caltrans

Rambabu Bavirisetty, Financial Programming, Caltrans

Kyle Gradinger, Rail and Mass Transportation, Caltrans

## 2022 STIP Transportation Needs Project List

(Includes State Highway, Intercity Rail, Border, Port, and Transit Projects)

No.	Region	District	County	Route	Project Name
1	North Coast	1	LAK	29	Lake 29 Expressway 2A
2	North Coast	1	LAK	29	Lake 29 Expressway 2B
3	North State	2	SHA	5	Northern Redding 6-Lane
4	North State	2	SHA	5	I-5 Big & Tall (Accl'd Freight Bridge)
5	North State	2	SHA	299	Shasta Divide Climbing and Bike Lane
6	Sacramento	3	ED	50	US 50 Integrated Corridor Management
7	Sacramento	3	NEV	49	Nev-49 Corridor Improvement Project - SB
8	Sacramento	3	NEV	49	Nev-49 Corridor Improvement Project-Safety - NB
9	Sacramento	3	NEV	80	In Placer County near Soda Springs from Troy Road Undercrossing to Nevada County line. Roadway Rehabilitation and Truck Climbing Lanes. (EA 1H990) 0317000043
10	Sacramento	3	PLA	80	80 Freight Throughput Improvement Project (EB-Location 1 PM 4.1/6.0 WB-Location 2 PM 0.1/2.2) 80 Auxiliary Lane Project (EB-Location 1 PM 4.1/6.0 Web-Location 2 PM 0.1/2.2)
11	Sacramento	3	SAC	5	I-5 Corridor Enhancement Project/I-5 HOV Lanes-Phase 1
12	Sacramento	3	SAC	5	I-5 Freight Corridor- American River Bridge & South Connector UC (Accl'd Freight Bridge)
13	Sacramento	3	SAC	5	I-5 West End Viaduct (Accl'd Freight Bridge)
14	Sacramento	3	SAC	5	I-5 Managed Lanes, Phase 2
15	Sacramento	3	SAC	51	State Route 51 (Capital City) Corridor Improvements: J Street to Arden
16	Sacramento	3	SAC	Rail	CCJPA Sacramento to Roseville Third Main Track Phase 2
17	Sacramento	3	YOL	5	I-5 Multiple structures. Raise structure or lower roadway profile
18	Sacramento	3	YOL	5	I-5 Colusa-Yolo bundle (Accl'd Freight Bridge)
19	Sacramento	3	YOL	80/50	Yolo 80 Multi-Modal Corridor Improvement Project
20	Sacramento	3	YUB	70	Yuba 70 Safety Corridor Improvement Project
21	SJ/Multi	3	Multi	Rail	Elk Grove to Philips Siding Rail Operational and Capacity Improvements
22	SJ/Multi	3	Multi	Rail	Philips Siding Rehabilitation
23	Multi	3	Multi	Rail	Sacramento to Roseville Third Track Service Expansion Phase 1
24	Bay Area	4	ALA	80	I-80 University Ave OC (Accl'd Freight Bridge)
25	Bay Area	4	ALA	80	MacArthur Maze/Increase Vertical Clearance
26	Bay Area	4	ALA	Freight	Freight Emission Reduction Action Plan: Recommended Regional Demonstrations
27	Bay Area	4	ALA	Port	Go Port Program (Freight Intelligent Transportation Systems (FITS), 7th Street Grade Separations East and West)
28	Bay Area	4	ALA	Port	Seaport Near Dock Rail Enhancements
29	Bay Area	4	ALA	Port	Port Operational Efficiency Enhancements
30	Bay Area	4	ALA	Port	Marine Terminal Modernization
31	Bay Area	4	ALA	Port	Port Wide Electrification
32	Bay Area	4	ALA	Transit	BART Transbay Core Capacity Project (In multiple counties)
33	Bay Area	4	ALA/CC	680	I-680 Express Lanes from SR 84 to Alcosta Boulevard
34	Bay Area	4	CC	80	Reconstruct I-80/San Pablo Dam Road Interchange
35	Bay Area	4	CC	680	I-680/SR 4 Interchange Improvements Phase 1 (NB to WB direct connector with slip ramps) and Phase 2 (EB to SB director connector with slip ramps)
36	Bay Area	4	MRN	101	Route 101 Marin-Sonoma Narrows (MSN) Contracts B7 and B8
37	Bay Area	4	NAP	29	Soscol Junction Project
38	Bay Area	4	SCL	101	US 101/SR 25 Interchange
39	Bay Area	4	SCL	101	US 101 Express Lanes: Whipple Ave. in San Mateo County to Cochrane Road in Morgan Hill
40	Bay Area	4	SM	101	US 101/SR 84 (Woodside Rd) Interchange Improvement

**2022 STIP Transportation Needs Project List**  
(Includes State Highway, Intercity Rail, Border, Port, and Transit Projects)

No.	Region	District	County	Route	Project Name
41	Bay Area	4	SOL	80	I-80/I-680/SR 12 Interchange Construction Package 2B (Cycle 2 priority)
42	North Bay Area (US 101) / Sonoma	4	SON	Rail	SMART Larkspur to Cloverdale - Phase 3: Windsor Extension with pathway CON
43	Central Coast	5	MON	156	SR 156 - Castroville Blvd Interchange
44		5	SB	101	South Coast 101 HOV Lanes - Montecito/Santa Barbara (Segments 4D-4E)
45	Central Coast	5	SCR	1	Hwy 1 Aux Lanes - 41st-Soquel
46	Central Coast	5	SCR	1	Hwy 1/Harkins Slough Road Interchange: Bicycle and Pedestrian Bridge
47	Central Coast	5	SCR	1	1 Corridor Investment Program - Mar Vista Bike/Ped Overcrossing
48	Central Coast	5	SLO	41	SR 41 North of Wye Climbing Lane (SLO-41-47.90 / 48.0)
49	Central Coast	5	SLO	46	Route 46 Antelope Grade
50	Central Coast	5	SLO	46	SR 46 Wye (SLO-46-46.0)
51	Central Coast	5	SLO	101	Pismo Congestion Relief
52	Central Coast	5	Multi	Rail	King City Platform and Multimodal Station -Phase One
53	Central Valley	6	FRE	41	Excelsior Ave Expressway II
54	Central Valley	6	KER	5	I-5 Fast Freight Corridor at the California Aqueduct (Accl'd Freight Bridge)
55	Central Valley	6	KER	5	I-5 Fast Freight Corridor I-5/99 (Accl'd Freight Bridge)
56	Central Valley	6	KER	46	Route 46 C/E Segment 4B
57	Central Valley	6	MAD	99	Madera Goods Movement (South Madera 6-Lane from Avenue 7 to Avenue 12)
58	Central Valley	6	MAD	99	Avenue 12 - Avenue 17, Widen to 6-Lanes
59	Southern California Los Angeles / Orange	7	LA	5	I-5 Freight Corridor- LA County (Accl'd Freight Bridge)
60	Southern California Los Angeles / Orange	7	LA	5	I-5 Freight Corridor- LA County- Tuxford St Off-Ramp (Accl'd Freight Bridge)
61	Southern California Los Angeles / Orange	7	LA	5	I-5 Freight Corridor- LA County- Templin Highway UC (Accl'd Freight Bridge)
62	Southern California Los Angeles / Orange	7	LA	10	I-10 Express Lanes I-605 to San Bernardino Line
63	Southern California Los Angeles / Orange	7	LA	47	SR 47-V. THOMAS BRIDGE/FRONT ST INTERCHANGE America's Global Freight Gateway - Southern California Multimodal Strategy
64	Southern California Los Angeles / Orange	7	LA	57	Route 57/60 Freeway Interchange Improvement
65	Southern California Los Angeles / Orange	7	LA	60	SR-60 Freight Corridor Bridges (Accl'd Freight Bridge)
66	Southern California Los Angeles / Orange	7	LA	71	Convert Express Lane 71 N
67	Southern California Los Angeles / Orange	7	LA	91	SR-91 Operations and Capacity Improvements
68	Southern California Los Angeles / Orange	7	LA	105	Express Lanes and I-105 Integrated Corridor management/Active Traffic Management (ICM/ATM) Elements
69	Southern California Los Angeles / Orange	7	LA	105	I-105 Express Lanes from I-405 to I-605
70	Southern California Los Angeles / Orange	7	LA	405	Construct Aux Lane and Connector widening, Main street to Normandie
71	Southern California Los Angeles / Orange	7	LA	405	405 Crenshaw Interchange and Auxiliary Lanes
72	Southern California Los Angeles / Orange	7	LA	405	Construct Transition lane along N/B and S/B on 405 between Artesia Blvd. and 405/105

**2022 STIP Transportation Needs Project List**  
(Includes State Highway, Intercity Rail, Border, Port, and Transit Projects)

No.	Region	District	County	Route	Project Name
73	Southern California Los Angeles / Orange	7	LA	405	I-405 South Bay Curve Improvements
74	Southern California Los Angeles / Orange	7	LA	710	I-710 South Corridor Early Action
75	Southern California Los Angeles / Orange	7	LA	Port	Terminal Island Railyard Enhancement
76	Southern California Los Angeles / Orange	7	LA	Port	POLA Rail Efficiency Program: West Basin - Alameda Corridor Gap Closure
77	Southern California Los Angeles / Orange	7	LA	Port	On-Dock Rail Support Facility (ODRSF) at Pier B
78	Southern California Los Angeles / Orange	7	LA	Port	Construction of interchange at SR-47/Navy Way to eliminate traffic signal and movement conflicts; this project was a S. CA trade corridor Tier II TCIF project as submitted to the CTC in 2008; project removes last signal on SR-47 between Desmond and V. Thomas bridges, NHS intermodal connector route
79	Southern California Los Angeles / Orange	7	LA	Port	Port of Los Angeles zero-emission (ZE)/truck trip reduction/freight efficiency program: west basin container terminal railyard modernization
80	Southern California Los Angeles / Orange	7	LA	Port	Port of Los Angeles zero-emission (ZE)/ truck trip reduction/freight efficiency program: Pier 300 railyard modernization
81	Southern California Los Angeles / Orange	7	LA	Port	(1) Realigns Pier B St between Pico Av and Anaheim St and widens into 2 lanes in each direction to improve goods movement mobility and enhance pedestrian travel. (2) Realigns Pico Ave to the west from Pier B St/I-710 Ramps to Pier D St. (3) Constructs new sidewalk on the south side of Pier B St and along the west side of Pico Ave. (4) Close the at-grade railroad crossing at 9th Street.
82	Southern California Los Angeles / Orange	7	LA	Port	America's Global Freight Gateway - Southern California Multimodal Strategy
83	Southern California Los Angeles / Orange	7	LA	Transit	Sepulveda Transit Corridor
84	Southern California Los Angeles / Orange	7	VEN	34	Rice Avenue/Fifth Street/UPRR Grade Separation project
85	Southern California Los Angeles / Orange	7	VEN	Port	Port Corridor Optimization & Efficiency Project
86	Southern California Inland Empire	8	ORA/RIV	91	91 Corridor Operations Project (91 COP) 15/91 Express Lanes Connector (15/91 ELC) 71/91 Interchange Improvement Project (71/91) (Joint Project with RCTC)
87	Southern California Inland Empire	8	SBD	10	I-10 EB truck climbing lane
88	Southern California Inland Empire	8	SBD	10	I-10 Truck Parking Availability Systems project is a collaboration with Texas, New Mexico, and Arizona
89	Southern California Inland Empire	8	SBD	15	I-15 Express lanes
90	Southern California Inland Empire	8	SBD	60	SR-60 and I-10 Freight Corridor Bridge (Accl'd Freight Bridge)
91	Southern California Inland Empire	8	SBD	138	Gap Closure in 4-Lane Facility on an Alternate Goods Movement Corridor (STAA Route)
92	Southern California Inland Empire	8	SBD	215	215 HOV lanes
93	Southern California Inland Empire	8	SBD	Rail	Metrolink Double Tracking

**2022 STIP Transportation Needs Project List**  
(Includes State Highway, Intercity Rail, Border, Port, and Transit Projects)

No.	Region	District	County	Route	Project Name
94	Southern California Inland Empire	8	SBD	Rail	Metrolink Double Tracking
95	Southern California Inland Empire	8	SBD	Rail	Gold Line Extension to Montclair
96	Southern California Inland Empire	8	SBD	Transit	West Valley Connector
97	Eastern California	9	KER	14	Freeman Gulch 2
98	Central Valley	10	MAD	99	Widen SR 99 from 4 to 6 lanes from Avenue 18 1/2 to Avenue 20
99	Central Valley	10	MER	99	South Bound Livingston Widening from two to three lanes
100	Central Valley	10	SJ	5	I-5 Stockton Channel Viaduct (Accl'd Freight Bridge)
101	Central Valley	10	SJ	5	I-5 Freight Corridor Bridges in San Joaquin County (Accl'd Freight Bridge)
102	Central Valley	10	SJ	Rail	Stockton Diamond Grade Separation Project
103	Central Valley	10	STA	132	State Route 132 West Expressway Phase 2
104	SJ/Multi	10	Multi	Rail	San Joaquin Street Station Layover Track
105	Southern California San Diego Border	11	IMP	Border	Add three new Northbound Gates for trucks and six new Northbound gates for autos
106	Southern California San Diego Border	11	SD	5	I-5 North Coast Corridor
107	Southern California San Diego Border	11	SD	5	Port of San Diego Access Projects
108	Southern California San Diego Border	11	SD	11	Install the remaining border wait times equipment (northbound) at all CA-BC land POEs, SR-11 tolling equipment, and Regional Border Management System
109	Southern California San Diego Border	11	SD	11	Construct the Otay Mesa East Port of Entry
110	Southern California San Diego Border	11	SD	52	Add/upgrade ITS Elements and build Auxiliary Lanes at various locations.
111	Southern California San Diego Border	11	SD	56	Add Auxiliary Lanes & Bike Ped OC, Add Turning Lanes, Add a lane to On Ramp
112	Southern California San Diego Border	11	SD	78	I-15/SR 78 Express Lane Connectors
113	Southern California San Diego Border	11	SD	805	2 transit priority lanes and connector, SR94 to SR 15
114	Southern California San Diego Border	11	SD	Border	Border Active Transportation Projects
115	Southern California San Diego Border	11	SD	Border	Otay Mesa Truck Route Phase 4
116	Southern California San Diego Border	11	SD	Border	Border System Network Improvements
117	Southern California San Diego Border	11	SD	Port	Tenth Avenue Marine Terminal Optimization Plan: Enhanced electrical infrastructure/equipment and enhanced and additional on-dock rail
118	Southern California San Diego Border	11	SD	Rail	Del Mar Bluffs Stabilization - Completion of Phase 5 & design of Phase 6:
119	Orange	12	ORA	5	I-5 Managed Lanes
120	Southern California Los Angeles / Orange	12	ORA	55	SR 55 Widening from I-5 to I-405 (SCC for HOV component only)
121	Southern California Los Angeles / Orange	12	ORA	55	State Route 55 Improvement Project
122	Orange	12	ORA	74	SR 74 Gap Closure
123	Southern California Los Angeles / Orange	75	LA	Rail	LA Urban Mobility Corridor – LA-Fullerton Segment: Malabar Yard Connector/49th Street Closure

**2022 STIP Transportation Needs Project List**  
(Includes State Highway, Intercity Rail, Border, Port, and Transit Projects)

No.	Region	District	County	Route	Project Name
124	Southern California Los Angeles / Orange	75	LA	Rail	LA Urban Mobility Corridor - LA-Fullerton Segment: 26th Street ROW Acquisition
125	Southern California Los Angeles / Orange	75	LA	Rail	Link Union Station Phase A: Track and Signal Modernization
126	Southern California Los Angeles / Orange	75	LA	Rail	LA Urban Mobility Corridor – LA-Fullerton Segment: I-5/710 Flyover
127	Southern California Los Angeles / Orange	75	LA	Rail	LA Urban Mobility Corridor - LA-Fullerton Segment: New Commerce Intermodal Facility
128	Central Valley	75	MER	Rail	Merced Interim Track Connection
129	Central Valley	75	SJ	Rail	Northern CA Intermodal Freight and Passenger Improvements - Convert Sharpe Army Depot site into freight intermodal yard and Lathrop ACE station.
130	LA/SD/SLO	75	LA/SD/SLO	Rail	Leesdale Passing Siding
131	LA/SD/SLO	75	LA/SD/SLO	Rail	San Diego County Maintenance and Layover Facility



# 2022 ITSP Corridor Needs Summary

CORRIDORS	Priority Interregional Facilities	Improvements and Strategies
<p><b>1. San Diego/Mexico Border – Inland Empire Connections Corridor</b> links Mexico with southern California through two separate connections to accommodate goods movement and travel between the United States and Mexico and is a critical hub for manufacturing and international trade. The two connections serve interregional and intraregional trips, providing access to local, recreational, and freight facilities.</p>	<p>I-8 I-15 SR 905 SR 7 SR 78 SR 86 SR 111</p>	<ul style="list-style-type: none"> <li>• Expand Vehicle and Freight Truck ZEV Charging Infrastructure</li> <li>• Expand Truck Parking</li> <li>• Implement Advanced Technology</li> <li>• Improve Safety</li> <li>• Expand Express Bus Service Consistent with the California Intercity Bus Study</li> <li>• Balance Local Community and Interregional Travel Needs</li> <li>• Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair</li> <li>• Increase Connectivity and Accessibility to Modal Options</li> <li>• Implement Managed Lanes to Maximize People Movement</li> <li>• Support Freight Alternatives to Trucks to Decrease VMT</li> </ul>
	<p><b>California High-Speed Rail</b></p>	<ul style="list-style-type: none"> <li>• High-Speed Rail System Development consistent with the California State Rail Plan</li> </ul>
	<p><b>Intercity Passenger Rail from San Luis Obispo to San Diego</b></p>	<ul style="list-style-type: none"> <li>• Increase Intercity Passenger Rail Service Frequency, Including New Rail Extensions to the Mexico Border, Consistent with the CSRP.</li> <li>• Improve Integration Between Regional, Intercity and High-Speed Rail Systems to Create a Comprehensive Rail Network in the Corridor.</li> </ul>
<p><b>2. South Coast – Central Coast Corridor</b> runs north to south beginning in Santa Barbara County, through the counties of Santa Barbara, Ventura, Los Angeles, and Orange, and terminates at the US-Mexico Border in San Diego County. The corridor accommodates goods movement via highway (US 101 &amp; I-5) and railroad system, which includes the Pacific Surfliner Intercity Rail, commuter, and freight rail services, along with the infrastructure to operate them.</p>	<p>US 101 I-5</p>	<ul style="list-style-type: none"> <li>• Expand Vehicle &amp; Freight Truck ZEV Charging Infrastructure</li> <li>• Expand Truck Parking</li> <li>• Implement Advanced Technology</li> <li>• Improve Safety</li> <li>• Expand Express Bus Service Consistent with the California Intercity Bus Study</li> <li>• Implement Managed Lanes to Maximize People Movement</li> <li>• Balance Local Community and Interregional Travel Needs</li> <li>• Improve Freight Reliability by Keeping Highway Infrastructure a State of Good Repair</li> <li>• Support Freight Alternatives to Trucks to Decrease VMT</li> <li>• Increase Connectivity and Accessibility to Modal Options</li> </ul>
	<p><b>California High-Speed Rail</b></p>	<ul style="list-style-type: none"> <li>• High-Speed Rail System Development California State Rail Plan</li> </ul>
	<p><b>Intercity Passenger Rail from San Luis Obispo to San Diego</b></p>	<ul style="list-style-type: none"> <li>• Increase Intercity Passenger Rail Service Frequency Consistent with the CSRP</li> <li>• Improve Integration Between Regional, Intercity, &amp; High-Speed Rail Systems to Create a Comprehensive Rail Network</li> </ul>



## 2022 ITSP Corridor Needs Summary

CORRIDORS	Priority Interregional Facilities	Improvements and Strategies
<p><b>3. Central Coast – San Jose/San Francisco Bay Area Corridor</b> connects the Central Coast to San Jose and the San Francisco Bay region. US 101 is the major interregional transportation facility that traverses the entire corridor from north to south, with intercity rail services, including the planned high-speed-rail corridor connection from the San Joaquin Valley.</p>	<b>US 101</b>	<ul style="list-style-type: none"> <li>• Expand Vehicle and Freight Truck ZEV Charging Infrastructure</li> <li>• Expand Truck Parking</li> <li>• Implement Advanced Technology</li> <li>• Improve Safety</li> <li>• Provide STAA Truck Accessibility</li> <li>• Expand Express Bus Service Consistent with the California Intercity Bus Study</li> <li>• Improve Emergency Evacuation Alternatives</li> <li>• Balance Local Community and Interregional Travel Needs</li> <li>• Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair</li> <li>• Support Freight Alternatives to Trucks to Decrease VMT</li> <li>• Increase Connectivity and Accessibility to Modal Options</li> <li>• Access Management</li> </ul>
	<b>California High-Speed Rail</b>	<ul style="list-style-type: none"> <li>• High-Speed Rail System Development Consistent with the California State Rail Plan</li> </ul>
	<b>Intercity Passenger Rail from San Jose to the Central Coast</b>	<ul style="list-style-type: none"> <li>• Increase Intercity Passenger Rail Service Frequency Consistent with the CSRP</li> <li>• Connect and Improve Accessibility between Regional Rail with High-Speed Rail</li> </ul>
<p><b>4. San Jose/San Francisco Bay Area – North Coast Corridor</b> is the coastal south-north connector linking the San Francisco Bay Area to California's remote North Coast. US 101 is the primary transportation facility used for interregional travel and serves as a lifeline for the movement of people, goods, and services. The corridor follows the coast north in the western portion of the State through Marin, Sonoma, Mendocino, Humboldt, and Del Norte Counties.</p>	<b>US 101</b>	<ul style="list-style-type: none"> <li>• Expand Vehicle and Freight Truck ZEV Charging Infrastructure</li> <li>• Expand Truck Parking</li> <li>• Implement Advanced Technology</li> <li>• Improve Safety</li> <li>• Expand Express Bus Service Consistent with the California Intercity Bus Study</li> <li>• Provide STAA Truck Accessibility</li> <li>• Balance Local Community and Interregional Travel Needs</li> <li>• Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair</li> <li>• Support Freight Alternatives to Trucks to Decrease VMT</li> <li>• Increase Connectivity and Accessibility to Modal Options</li> </ul>
	<b>Passenger Rail from Larkspur to Cloverdale (SMART Rail and Pathway)</b>	<ul style="list-style-type: none"> <li>• Passenger Rail Extensions to Cloverdale</li> <li>• Freight Rail Co-Benefits from Northern Extensions</li> <li>• Expand Bicycle and Pedestrian Accessibility Along the SMART Rail Corridor with First and Last Mile Access to Stations</li> <li>• Expand Multimodal Connectivity with Connections to Ferry in Larkspur and Integrated Express Buses to the North Coast</li> </ul>

## 2022 ITSP Corridor Needs Summary

CORRIDORS	Priority Interregional Facilities	Improvements and Strategies
<p><b>5. San Jose/San Francisco Bay Area – Central Valley-Los Angeles Corridor</b> begins in the Bay Area and is characterized by the highly urban areas of Oakland/East Bay and traverses through the Diablo Mountain Range at the Altamont Pass and Tri-Valley area. The Corridor links southern and northern California and is a significant business, recreational tourism, and freight movement corridor with modal options for the movement of people and freight through major freeways (SR 99, I-5, and I-580), passenger rail services (San Joaquin, Amtrak Thruway Bus Service, and high-speed rail), freight rail (UPRR and the BNSF), and interregional buses.</p>	<p><b>I-5 SR 99</b></p>	<ul style="list-style-type: none"> <li>• Expand Vehicle and Freight Truck ZEV Charging Infrastructure</li> <li>• Expand Truck Parking</li> <li>• Implement Advanced Technology</li> <li>• Improve Safety</li> <li>• Expand Express Bus Service Consistent with the California Intercity Bus Study</li> <li>• Balance Local Community and Interregional Travel Needs</li> <li>• Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair</li> <li>• Support Freight Alternatives to Trucks to Decrease VMT</li> <li>• Increase Connectivity and Accessibility to Modal Options</li> </ul>
	<p><b>SR 132 I-580</b></p>	<ul style="list-style-type: none"> <li>• Improve Safety</li> <li>• Expand Vehicle and Freight ZEV Charging Infrastructure</li> <li>• Expand Express Bus Service Consistent with the California Intercity Bus Study</li> <li>• Balance Local Community and Interregional Travel Needs</li> <li>• Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair</li> <li>• Support Freight Alternatives to Trucks to Decrease VMT Traveled</li> <li>• Increase Connectivity and Accessibility to Modal Options</li> </ul>
	<p><b>California High-Speed Rail</b></p>	High-Speed Rail System Phase I Construction
	<p><b>Intercity Passenger Rail from SF/Sac. to Bakersfield/Southern CA</b></p>	<ul style="list-style-type: none"> <li>• Increase Intercity Passenger Rail Service Frequency Consistent with the CSRP</li> <li>• Expand Fleet needed to support Increase Intercity Passenger Rail Service Frequency Consistent with the CSR</li> <li>• Implement Infrastructure Needed to Support Increased Intercity Passenger Rail Service Frequency Consistent with the CSRP</li> <li>• Connect and Improve Accessibility between Regional Rail with High-Speed Rail</li> </ul>

## 2022 ITSP Corridor Needs Summary

CORRIDORS	Priority Interregional Facilities	Improvements and Strategies
<p><b>6. Sacramento Valley–Oregon Border Corridor</b> links the Sacramento Valley to the North State and the Oregon border. This is an important connection between California and states to the north and ultimately provides an international connection to Canada. I-5 is one of six interstate routes identified by the US Department of Transportation to participate in the “Corridors of the Future”, an initiative to reduce traffic congestion on key multi-state corridors. The SR 70/149/99 portion of the corridor provides critical connectivity for people and goods along the east side of the Central Valley and acts as critical I-5 alternate during incident management incidents.</p>	<b>I-5</b>	<ul style="list-style-type: none"> <li>• Expand and Integrate Express Bus Service Consistent with the California Intercity Bus Study</li> <li>• Expand Vehicle and Freight Truck ZEV Charging Infrastructure</li> <li>• Expand Truck Parking</li> <li>• Implement Advanced Technology</li> <li>• Improve Safety</li> <li>• Balance Local Community and Interregional Travel Needs</li> <li>• Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair</li> <li>• Support Freight Alternatives to Trucks to Decrease VMT</li> <li>• Increase Connectivity and Accessibility to Modal Options</li> </ul>
	<b>SR 99</b>	<ul style="list-style-type: none"> <li>• Expand Express Bus Service Consistent with the California Intercity Bus Study</li> <li>• Expand Vehicle and Freight ZEV Charging Infrastructure</li> <li>• Improve Safety</li> <li>• Implement Advanced Technology</li> <li>• Balance Local Community and Interregional Travel Needs</li> <li>• Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair</li> <li>• Increase Connectivity and Accessibility to Modal Options</li> </ul>
	<b>SR 70 SR 149</b>	<ul style="list-style-type: none"> <li>• Expand Vehicle and Freight ZEV Charging Infrastructure</li> <li>• Improve Safety</li> <li>• Improve Emergency Evacuation Alternatives</li> <li>• Balance Local Community and Interregional Travel Needs</li> <li>• Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair</li> <li>• Increase Connectivity and Accessibility to Modal Option</li> </ul>
	<b>Proposed Intercity Passenger Rail Sacramento to North State</b>	Develop Rail and Integrated Bus Services North of Sacramento to Chico, Redding and Other North State Communities.

# 2022 ITSP Corridor Needs Summary

CORRIDORS	Priority Interregional Facilities	Improvements and Strategies
<p><b>7. High Desert – Eastern Sierra – Northern Nevada Corridor</b>                      consists of US 395 and SR 14 that links the Los Angeles region to northern Nevada, including Lake Tahoe and Reno. It is an eastern California north-south corridor and traverses the east side of the Sierra Nevada mountain range all the way to the Canadian border.</p>	<p style="text-align: center;"><b>SR 14 US 395</b></p>	<ul style="list-style-type: none"> <li>• Expand Vehicle and Freight Truck ZEV Charging Infrastructure</li> <li>• Expand Truck Parking</li> <li>• Implement Advanced Technology</li> <li>• Improve Safety</li> <li>• Expand Express Bus Service Consistent with the California Intercity Bus Study</li> <li>• Balance Local Community and Interregional Travel Needs</li> <li>• Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair</li> <li>• Increase Connectivity and Accessibility to Modal Options</li> <li>• Support Freight Alternatives to Trucks to Decrease VMT</li> <li>• Improve Emergency Evacuation Alternatives</li> </ul>
<p><b>8. Southern California – Southern Nevada/Arizona Corridor</b> connects Southern California's seaport gateways and the massive logistics and manufacturing sectors that are based in the region to the rest of the country via three Interstate highways (10, 15, and 40) and parallel freight rail routes owned and operated by UPRR and BNSF. The region is the nation's largest and most important freight gateway and corridor for international trade. I-15 and I-40 provide direct connectivity to southern Nevada and northern Arizona.</p>	<p><b>I-10 I-15 I-40</b></p>	<ul style="list-style-type: none"> <li>• Expand Vehicle and Freight Truck ZEV Charging Infrastructure</li> <li>• Expand Truck Parking</li> <li>• Implement Advanced Technology</li> <li>• Improve Safety</li> <li>• Balance Local Community and Interregional Travel Needs</li> <li>• Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair</li> <li>• Increase Connectivity and Accessibility to Modal Options</li> <li>• Support Freight Alternatives to Trucks to Decrease VMT</li> <li>• Expand Express Bus Service Consistent with the California Intercity Bus Study</li> </ul>
	<p><b>Proposed Passenger Rail to Coachella Valley</b></p>	<p>Develop Intercity Passenger Rail Service to the Coachella Valley and Phoenix, AZ Consistent with the CSRP.</p>
	<p><b>Planned High-Speed Rail to Vegas</b></p>	<p>Integrate planned High-Speed Rail Service from Las Vegas to Los Angeles Consistent with the CSRP.</p>

## 2022 ITSP Corridor Needs Summary

CORRIDORS	Priority Interregional Facilities	Improvements and Strategies
<p><b>9. Central Coast and San Joaquin Valley East-West Connections Corridor</b> provides connectivity between two major agricultural regions (San Joaquin and Salinas Valleys) within central California. The Central Coast and San Joaquin Valley are connected through two separate corridors that provide access for people and freight.</p>	<p><b>SR 41</b> <b>SR 46</b> <b>SR 58</b> <b>SR 152</b> <b>SR 156</b></p>	<ul style="list-style-type: none"> <li>• Expand Vehicle and Freight Truck ZEV Charging Infrastructure</li> <li>• Expand Truck Parking</li> <li>• Implement Advanced Technology</li> <li>• Improve Safety</li> <li>• Balance Local Community and Interregional Travel Needs</li> <li>• Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair</li> <li>• Increase Connectivity and Accessibility to Modal Options</li> <li>• Expand Express Bus Service Consistent with the California Intercity Bus Study</li> <li>• Support Freight Alternatives to Trucks to Decrease VMT</li> <li>• Improve Emergency Evacuation Alternatives</li> <li>• Truck Climbing and/or Passing Lanes in Locations with Steep Grades</li> </ul>
<p><b>10. San Jose/San Francisco Bay Area–Sacramento–Northern Nevada Corridor</b> is the primary west-east connection between the San Francisco/San Jose (Bay Area) and Reno, Nevada, and areas east of Nevada. I-80 is a transcontinental highway route, starting in San Francisco and terminating in the State of New Jersey. The UPRR parallels I-80 throughout the corridor and serves as a transcontinental rail route accommodating freight and passenger services. Both the highway and the railroad provide national connectivity for San Francisco Bay Area seaports and the agricultural region of the Great Central Valley and the Salinas Valley.</p>	<p><b>I-80</b></p>	<ul style="list-style-type: none"> <li>• Expand Vehicle and Freight Truck ZEV Charging Infrastructure</li> <li>• Expand Truck Parking</li> <li>• Implement Advanced Technology</li> <li>• Improve Safety</li> <li>• Provide STAA Truck Accessibility</li> <li>• Balance Local Community and Interregional Travel Needs</li> <li>• Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair</li> <li>• Increase Connectivity and Accessibility to Modal Options</li> <li>• Implement Managed Lanes to Maximize People Movement</li> <li>• Support Freight Alternatives to Trucks to Decrease VMT</li> <li>• Expand Express Bus Service Consistent with the California Intercity Bus Study</li> </ul>
	<p><b>SR 20</b> <b>SR 49</b></p>	<ul style="list-style-type: none"> <li>• Expand Vehicle and Freight Truck ZEV Charging Infrastructure</li> <li>• Implement Advanced Technology</li> <li>• Improve Safety</li> <li>• Provide STAA Truck Accessibility</li> <li>• Balance Local Community and Interregional Travel Needs</li> <li>• Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair</li> <li>• Increase Connectivity and Accessibility to Modal Options</li> <li>• Improve Emergency Evacuation Alternatives</li> </ul>
	<p><b>Intercity Passenger Rail from Reno to the San Francisco Bay Area</b></p>	<ul style="list-style-type: none"> <li>• Expand Intercity Passenger Rail Between Roseville and San Jose and Increase Service Frequency Consistent with the CSRP</li> <li>• Continue to Support Seasonal Intercity Passenger Rail and Integrated Intercity Bus Service from Sacramento to the Lake Tahoe Basin/Reno</li> </ul>
	<p><b>Stockton–Sacramento Seaports/Waterways</b></p>	<p>Improve Freight Movement</p>

## 2022 ITSP Corridor Needs Summary

CORRIDORS	Priority Interregional Facilities	Improvements and Strategies
<p><b>11. North Coast – Northern Nevada Connections Corridor</b>                      consists of two separate east- west northern California highway corridors between the Northern California coast to the California/Nevada state line. The northern sub-corridor extends from Humboldt County to Lassen County and on to Reno, Nevada. The northern sub-corridor links the Humboldt Bay Harbor deep water port via US 101 with the northern Sacramento Valley city of Redding, the Sierra Nevada Mountains and to the largest city in Northern Nevada. This corridor ties to US 101, I-5, the rest of US 395 and its associated routes. The southern sub-corridor extends from Mendocino County at the junction of US 101 and SR 20 to the Sacramento Valley ending in Nevada County at I-80.</p>	<p><b>SR 299</b>  <b>SR 44</b>  <b>SR 36</b>  <b>US 395</b></p>	<ul style="list-style-type: none"> <li>• Expand Vehicle and Freight Truck ZEV Charging Infrastructure</li> <li>• Expand Truck Parking</li> <li>• Expand Express Bus Services Consistent with the California Intercity Bus Study</li> <li>• Implement Advanced Technology</li> <li>• Improve Safety</li> <li>• Balance Local Community and Interregional Travel Needs</li> <li>• Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair</li> <li>• Increase Connectivity and Accessibility to Modal Options</li> <li>• Improve Emergency Evacuation Alternatives</li> </ul>
	<p><b>SR 20</b>  <b>SR 29</b>  <b>SR 53</b></p>	<ul style="list-style-type: none"> <li>• Expand Vehicle and Freight Truck ZEV Charging Infrastructure</li> <li>• Expand Truck Parking</li> <li>• Implement Advanced Technology</li> <li>• Improve Safety</li> <li>• Prioritize the Needs of Local Communities</li> <li>• Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair</li> <li>• Increase Connectivity and Accessibility to Modal Options</li> <li>• Improve Emergency Evacuation Alternatives</li> </ul>