State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 8, 2013

Reference No.: 5.1
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Subject: **CALIFORNIA TRANSPORTATION PLAN**

The attached package includes Fact Sheets and Executive Summaries, where applicable, of the following documents:

- California Interregional Blueprint
- Interregional Transportation Strategic Plan
- Corridor System Management Plans
- Freight Mobility Plan
- California Statewide Transit Strategic Plan
- 2013 California State Rail Plan

Each of these documents are in various stages of development, but will be discussed for information at the January 8, 2013 CTC meeting as they pertain to the California Transportation Plan. Some of these documents can be found temporarily at:
www.dot.ca.gov/hq/transprog/ctcbooks/2013/0113/California_Transportation_Plan

Attachments

December 2012

fact sheet

California Interregional Blueprint

California TRANSPORTATION PLAN
Integrating California's Transportation Future

Purpose

In response to Senate Bill 391, the CIB Interim Report achieves two main objectives:

1. Summarizes current regional level transportation planning activities from around the State, particularly from regions with an adopted Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS), and considers how these activities might influence the statewide transportation system.

2. Sets a course for the next California Transportation Plan, (CTP) 2040, to be completed in 2015.

Creating Sustainable Communities

The Metropolitan Planning Organizations' SCS process aims to create livable communities, lower green house gas (GHG) emissions and preserve the natural environment through linking land use and transportation planning. Initial analysis presented in the Interim Report finds that the three regions with an adopted RTP/SCS (San Diego Association of Governments, Southern California Association of Governments, and Sacramento Area Council of Governments) and those in the RTP development process share the following themes:

- Expansion of transit capacity, frequency, and connectivity
- Higher proportion of funding for bicycling and walking projects
- More investments in managed lanes
- Focus on land use efficient development
- Support for streamlined California Environmental Quality Act review of eligible projects
- Greater coordination between government agencies and stakeholder groups
- Challenged by limited funding

Statewide Design & Travel Pattern Influence

While SCS implementation effects will be most noticed at the local and regional level, they will also influence the design of the statewide transportation system and alter travel patterns.

(Continued on back)

Caltrans CTP2040 CALIFORNIA TRANSPORTATION PLAN

CIB Interim Report Fact Sheet

December 2012

The Interim Report suggests that the statewide system could undergo these changes:

- Enhanced statewide door-to-door travel options
- More complete streets on State highways passing through urban areas
- Increased conversion of High Occupancy Vehicle lanes to High Occupancy Toll lanes on multiple interregional routes
- Eased congestion on interregional routes in urban areas
- Faster implementation of Transit Oriented Development projects

California Transportation Plan - CTP 2040

The Interim Report also points the way for the CTP 2040 - a document that will be distinctly different than past State transportation plans. Along with the traditional policy, strategy, and recommendation elements, the next CTP will identify the statewide integrated multimodal transportation system needed to achieve maximum feasible GHG emission reductions consistent with California's climate change goals. This analysis will be completed using new tools such as the Statewide Travel Demand Model to evaluate scenarios and policies and measure their performance. Some of the scenarios and policies under consideration include:

- Alternative levels of overall transportation funding, and allocation of state-level funding between system operation, preservation, maintenance, and expansion needs
- System management strategies, such as statewide pricing or linking of regional managed lane projects
- More extensive system efficiency improvements, such as ramp metering and incident management
- Bottleneck relief, such as truck climbing lanes, at key interregional gateways

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California
TRANSPORTATION PLAN

Integrating California's Transportation Future

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Visit: http://www.dot.ca.gov/hq/tpp/californiainterregionalblueprint/

Caltrans

CTP2040
CALIFORNIA TRANSPORTATION PLAN

California
INTERREGIONAL BLUEPRINT

Integrating California's Transportation Future

Interim Report

Caltrans

DECEMBER 2012

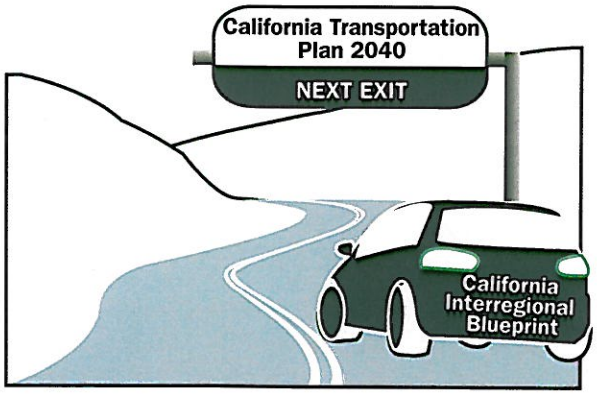
Executive Summary

The California Interregional Blueprint (CIB) is a state-level transportation blueprint that combines statewide transportation goals with regional transportation and land use plans to produce a unified multimodal transportation strategy. The CIB integrates proposed interregional highway, transit, intercity passenger rail, high-speed rail (HSR), freight movement, aviation, and other transportation system and strategic plans into a common framework for analysis. This strategic framework provides the basis for the State's long-range transportation plan, known as the California Transportation Plan (CTP).

The CIB also responds to the requirements of Senate Bill (SB) 391 (Liu 2009). SB 391 directs Caltrans to prepare a new CTP by December 2015 that identifies the transportation system needed to achieve greenhouse gas (GHG) emission reduction goals. The upcoming statewide transportation plan, CTP 2040, will demonstrate how major metropolitan areas, rural areas, and State agencies can coordinate planning efforts to achieve critical statewide goals such as supporting GHG emission reduction targets established pursuant to Assembly Bill (AB) 32 (Nuñez 2006), Executive Order S-03-05, and SB 375 (Steinberg 2007).

This CIB Interim Report is one product of the CIB process, and builds on the preceding 2010 CIB Progress Report. As required by SB 391, it summarizes regional efforts to develop GHG emission reduction plans under SB 375, describes the potential influence of these plans on the statewide transportation system, and discusses implications for Caltrans and other State agencies. This lays the groundwork for the upcoming CTP 2040, which will describe in more detail how the State will integrate and build on regional efforts to address GHG emission reduction, mobility, economic development, and other key goals.

SB 375 has dramatically changed the focus of regional transportation planning. It requires California's Metropolitan Planning Organizations (MPO) to prepare a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP). The RTP/SCS plan demonstrates how regional GHG emission reduction targets will be met through



coordinated transportation and land use investments and policies. If the RTP/SCS actions fail to meet regional targets, the MPO must prepare an Alternative Planning Strategy (APS) to show how the target could be met if sufficient funds were available.

While SB 375 has a strong regional focus, SB 391 highlights the critical role of Caltrans and other State agencies in addressing interregional travel issues, including GHG emission reductions associated with interregional travel. Caltrans is using the CIB to define strategies to address interregional travel needs, while ensuring that the CTP 2040 will identify statewide policies and investment priorities needed to support the State's GHG emission reduction goals.

REGIONAL EFFORTS

Three of California's largest MPOs—San Diego Association of Governments (SANDAG), Southern California Association of Governments (SCAG), and Sacramento Area Council of Governments (SACOG)—have adopted their first RTP/SCS plan. Each MPO demonstrated that its RTP/SCS plan would meet or exceed the targets for reducing per capita passenger vehicle GHG emissions in 2020 and 2035, as called for in SB 375. At the same time, California's 15 other MPOs currently are preparing their plans.

Section 2 of this report summarizes key planning initiatives and investments included in the three adopted RTP/SCS plans, and identifies strategies being considered by MPOs that are still preparing their plans. In addition, Section 2 highlights key statewide transportation issues that have been identified in the CIB analysis.

SUSTAINABLE COMMUNITIES STRATEGIES INFLUENCES ON THE STATEWIDE TRANSPORTATION SYSTEM

SB 391 requires the CIB Interim Report to discuss how regional RTP/SCS plans could influence the statewide transportation system. Analysis of the three adopted RTP/SCS plans and preliminary activities in the 15 other MPOs revealed several themes in three broad categories:

- RTP/SCS Investments that could Influence the Statewide Transportation System:
  - Transit Capacity and Connectivity: MPOs are focusing scarce discretionary funding on investments in transit capacity, frequency, and connectivity. SACOG, SANDAG, and SCAG have dedicated the second largest portion of their RTP funding to investment in transit capital and operations. Furthermore, the MPOs are also including major transit capacity and frequency expansion in their RTP/SCS plans. Currently adopted RTP/SCS plans anticipate substantially improved high-capacity transit access at several major airports (Sacramento, Los Angeles, and San Diego). Further, the

emerging HSR "Blended Scenario"[1] anticipates leveraging regional rail investments as part of a statewide initial operating system for HSR.

- "Active Transportation": MPOs are increasing the proportion of funds they invest in bicycling and walking projects ("active transportation") and supporting policies such as Complete Streets and Safe Routes to Schools. MPOs and transit operators also are emphasizing improvement in bicycling and walking connections to transit. For example, SCAG's RTP/SCS plan calls for the provision of multimodal mobility hubs around major transit stations, folding-bikes-on-bus programs, triple bike racks on buses, and dedicated racks on light rail vehicles.
- Managed Lanes: SANDAG and SCAG plan substantial investments in managed lanes, both priced and free, on multiple regional routes. SACOG's RTP/SCS plan includes new carpool lanes on sections of I-5, I-80, and U.S. 50.

- Land Use Strategies that Could Influence Statewide Travel:
  - Coordination Between Location Efficient Development and Transportation Investments: The RTP/SCS plans for SACOG, SANDAG, and SCAG focus future growth in developed areas and around transit stations. This approach is known as "location efficient development." SANDAG's plan accommodates 79 percent of all housing and 86 percent of all jobs within the "Urban Area Transit Strategy Study Area," where the greatest investments in public transit are being made. SCAG and SACOG also concentrate a majority of new growth in areas to be served by high-quality transit areas. MPOs also are expanding funding to support location efficient development, such as through SANDAG's Smart Growth Incentive Program. These funding programs are critical to ensuring that the land use visions included in SCS documents are realized.
- Process and Policy Changes Resulting from the SCS Process:
  - Constrained Funding: Financial resources for transportation investments are limited. The California Transportation Commission's (CTC) 2011 Statewide Transportation System Needs Assessment (STSNA) reported growing transportation system maintenance and operation needs, and constrained funding for expansion or enhancement. The report documented about $341 billion in statewide maintenance and preservation needs[2] from 2011 to 2020, compared to about $147 billion in available revenue for maintenance and preservation. The three MPOs with completed RTP/SCS plans dedicated the largest share of their RTP budgets to system maintenance, reflecting these resource constraints.
  - Opportunities for Streamlined California Environmental Quality Act (CEQA) Review: Several MPOs are encouraging local governments to take advantage of new

[1] According to the California High-Speed Rail Authority's 2012 Business Plan, the Blended Scenario is a strategy for phased implementation of a statewide HSR system that includes:
- Dividing the program into a series of smaller, discrete projects that build upon each other but also can stand alone to provide viable HSR service.
- Making advance investments in regional and local rail systems to leverage existing infrastructure and benefit travelers by providing interconnecting rail services.

[2] Unless otherwise noted, all costs in this report are stated in year of expenditure dollars.

streamlining provisions available through SB 375 and other legislation in conjunction with the RTP/SCS plans, allowing expedited review of infill projects that support GHG emission reduction goals. State, regional, and local agencies are identifying other methods of streamlining California Environmental Quality Act (CEQA) approvals to allow priority transportation projects to move forward more quickly. For example, SACOG was recently awarded a Strategic Growth Council (SGC) grant to explore expedited environmental review of transit projects.

- Greater Coordination Across Government Agencies and Stakeholders: The RTP/SCS process is resulting in greater levels of coordination between government agencies and stakeholder groups. For example, SB 375 led to the creation of an MPO working group involving the major MPOs and State agencies.[3] This group continues to share approaches and lessons learned in developing RTP/SCS plans and meeting GHG emission reduction targets. Several MPOs report increased engagement from the business community, local agencies, and nonprofit groups during RTP/SCS plan development as compared to prior RTPs. SANDAG, in particular, received an unusually large number of comments (more than 4,000) from many stakeholder groups in response to their Draft RTP/SCS plan.

The evolving RTP/SCS planning process creates opportunities for Caltrans and other State agencies to redefine their roles in ways that complement MPO planning activities. Some specific ways in which Caltrans and other State agencies can support SCS implementation and address gaps in the SCS planning process include:

- Investing in strategic capital and operations projects.
- Supporting streamlined regulation.
- Providing funding support.
- Coordinating data and analysis.
- Monitoring the statewide transportation system.
- Supporting and leading local, regional, and interregional corridor planning.
- Providing leadership on issues such as freight mobility and interregional travel that are not fully addressed in regional plans.

NEXT STEPS

SCS development and implementation highlights opportunities that point the way towards a fully "statewide integrated multimodal transportation

[3] Including Caltrans, the CTC, the California Air Resources Board, the California Department of Housing and Community Development, the California Department of Healthcare Services, and the Governor's Office of Planning and Research.

system." CTP 2040 will address these opportunities, while others should be considered as earlier actions.

Developing the CTP 2040

The CIB Interim Report draws on the three RTP/SCS plans adopted as of July 2012 and preliminary information from the regional planning agencies that have yet to adopt an RTP/SCS plan. By the time the CTP 2040 is prepared, all 18 MPOs will have completed their first RTP/SCS plans, and will have defined the projects or policies that could influence travel along interregional corridors. Having a more complete picture of regional plans will enable the CTP 2040 to provide greater analysis of the relationship between regional and statewide planning efforts. Moreover, key analysis tools, such as the California Statewide Travel Demand Model (CSTDM), will be available to assess interregional travel patterns, GHG emissions, and statewide transportation performance. These advances mean that the CTP 2040 can be a truly strategic document for California that considers metropolitan, rural, tribal, and interregional transportation issues.

Early Actions to Support SB 375 Implementation

The experience of the first three MPOs in preparing their RTP/SCS plans provides some "lessons learned" that should be considered by Caltrans and its partners. Doing so may lead to some early actions that Caltrans can take prior to completion of the CTP 2040:

- Streamlined Project Delivery: Caltrans can also promote streamlining CEQA and National Environmental Policy Act compliance strategies for such projects.
- Adequate Funding for Transportation Projects and Services: Caltrans had an active role in developing the 2011 STSNA. Caltrans should continue this strong role in the periodic updating of this document and formulate policy recommendations for transportation funding that can be advocated and supported by the State.
- Adequate Funding for Transit Supportive Development: Many California MPOs have initiated infrastructure funding programs that directly support transit-oriented development. However, the limited funding available for these programs cannot meet all needs. The success of many strategies in adopted RTP/SCS plans will depend to a large extent on how funding issues are resolved.
- Performance Measurement and Monitoring Enhancements: Greater attention is being paid to performance measurement methods, including the use of models, forecasting techniques, selection of relevant performance measures and targets, and evaluation of results. Caltrans' Smart Mobility 2010 report recommended "Smart Mobility Performance Measures" (SMPM) that could be a starting place for evaluating performance results. Caltrans should continue working with the SGC in guiding the development and providing direct technical support for the next California Regional Progress Report.
- Continued State and Regional Collaboration on SCS Development and Implementation: In recent years, MPOs and State agencies have shared experience and knowledge in developing and implementing RTP/SCS plans. This collaborative process could continue and lessons learned can be incorporated into the next update of the 2010 California Regional Transportation Plan Guidelines.

December 2012

ITSP fact sheet

Interregional Transportation Strategic Plan

Next Steps...

- Will reevaluate the list of Focus Routes and associated projects to coincide with the release of the California Transportation Plan in 2015.

Overview

The 2012 Interregional Transportation Strategic Plan (ITSP) is a Caltrans document that provides guidance for the identification and prioritization of interregional State Highway projects and provides summary information regarding other interregional transportation modes—in particular, intercity passenger rail. The ITSP highlights critical planning considerations such as corridor system management plans, complete streets, and climate change.

Focus Routes

As an implementation response to SB 45 (1997), the ITSP has been a cornerstone Caltrans planning document for over a decade. A unique blend of high-level planning and project pre-programming document, the ITSP has guided critical Interregional Transportation Improvement Program (ITIP) funding toward ten Focus Routes (see map on reverse side of this sheet). These ten State Routes, along with the Interstate System, were deemed to be the core of California's legislatively-designated Interregional Road System.

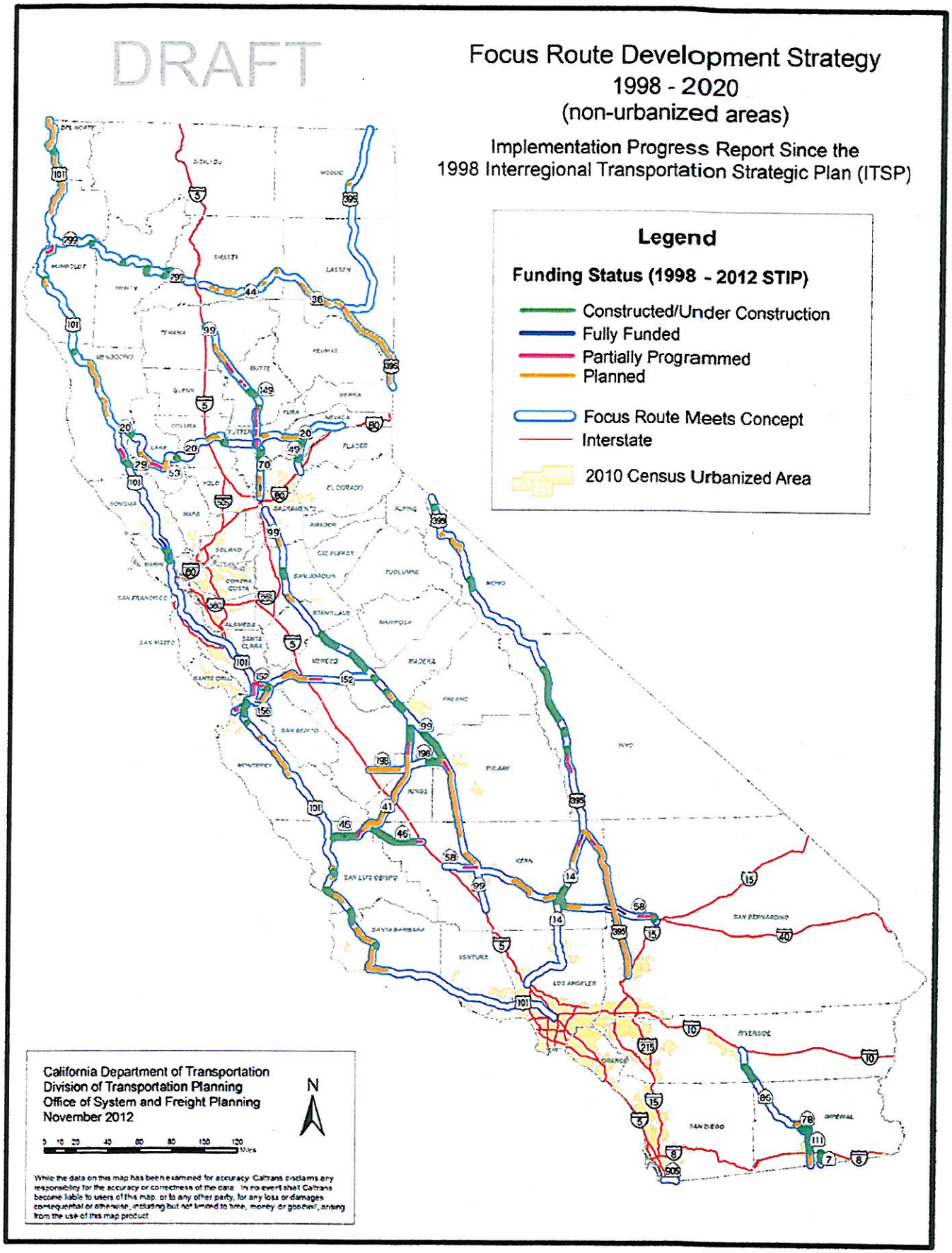
The ITSP identifies priority interregional Focus Route projects for ITIP funding consideration. The following table highlights progress on Focus Route projects since the 1998 ITSP:

Focus Route Projects	Miles	% of Total
Completed or under construction	654	30%
Fully funded but not yet under construction	79	4%
Partially programmed	384	17%
Planned but no phase programmed	1,085	49%

The Plan's Value

- Updates a broad range of modes and transportation planning strategies that bring the ITSP in alignment with several other Caltrans planning efforts under the California Interregional Blueprint and California Transportation Plan.
- Contributes to a statewide vision for an integrated, multimodal transportation system that complements regional plans and land use, as well as assisting the State in meeting future emission standard and climate change requirements.
- Is a planning tool that can be used to diversify intermodal systems resulting in a more efficient and comprehensive State transportation system.

Caltrans CTP2040 California Transportation Plan HIGHWAY PLAN Interregional Transportation Strategic Plan



Caltrans CTP2040 CALIFORNIA TRANSPORTATION PLAN HIGHWAY PLAN Interregional Transportation Strategic Plan

Interregional Transportation Strategic Plan

DRAFT

The Interregional Transportation Strategic Plan has been developed for information purposes to articulate key interregional transportation project needs for consideration within Caltrans and partner agency project development and programming processes. It is not a plan under the California Environmental Quality Act (CEQA) or National Environmental Policy Act (NEPA), does not program funds, and is not fiscally constrained. Projects are subject to CEQA and NEPA at the programmatic level, as they're included in a Regional Transportation Planning Agency's Regional Transportation Plan and as the individual project produces the appropriate Environmental Document for that project.

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Introduction

The 2012 *Interregional Transportation Strategic Plan* (ITSP) is a California Department of Transportation (Caltrans) document that provides guidance for the identification and prioritization of interregional State highway projects. The ITSP promotes the State of California's role of improving mobility while providing opportunity for efficient goods movement. It also provides summary information regarding other interregional transportation modes—in particular, intercity passenger rail. The ITSP highlights critical planning considerations such as system planning, complete streets, and climate change.

The 2012 ITSP:

- Is the first update to the original 1998 ITSP,
- Identifies Focus Route improvements that have occurred since the 1998 plan,
- Does not remove or add Focus Routes as compared with the 1998 plan, and
- Addresses transportation legislation and policy that has emerged since 1998.

The ITSP is not a plan under the California Environmental Quality Act (CEQA) or National Environmental Policy Act (NEPA), does not program funds, and is not fiscally constrained. It has been developed for information purposes to articulate key interregional transportation project needs for consideration within Caltrans project and programming processes.

The primary purpose of the ITSP is to recommend improvements to the Interregional Road System (IRRS). The IRRS was identified by statute in 1989 (Blueprint Legislation - Assembly Bill (AB) 471, Senate Bill (SB) 300, & AB 973) and includes 93 State highway routes or portions of routes (out of 265 State Routes). The 93 routes include a subset of 34 High-Emphasis Routes and a further refinement of ten Focus Routes. These ten Focus Routes represent the IRRS corridors that are of highest priority for completion to at least the "minimum facility concept standard" (typically upgrading to freeway or expressway) during the 20-year planning horizon of the ITSP (2032), and updates the status of projects listed for the ten Focus Routes.

Consistent with the original 1998 ITSP, this update provides information regarding the State-supported intercity passenger rail services and their associated feeder-bus services. The three routes that form the core of this system are: the Pacific Surfliner between San Diego and San Luis Obispo, the San Joaquins between Bay Area/Sacramento and Bakersfield, and the Capitol Corridor between San Jose and Auburn.

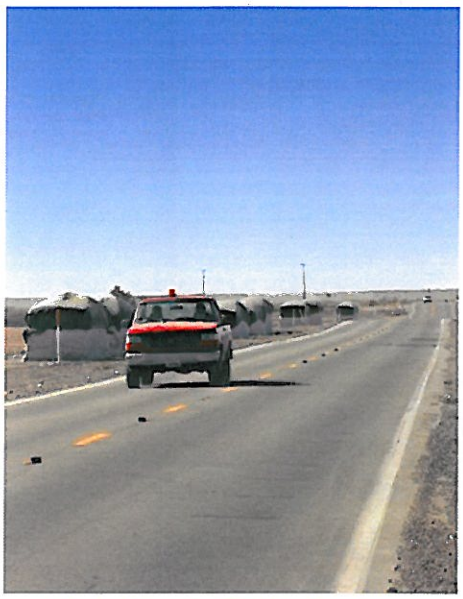
These services are eligible for a portion of the interregional transportation funds provided through the STIP. High-Speed Rail is also addressed, but in a summary manner, since specific issues are still being worked out in the planning process.

The ITSP addresses a broad range of modes and transportation planning strategies intended to coordinate with other Caltrans planning efforts such as the State Rail Plan and the California Freight Mobility Plan, under the California Interregional Blueprint (CIB). In addition to upgrading key highways to better meet

interregional travel needs, Caltrans is focusing on optimizing the use of existing facilities through corridor system management.

In part, the ITSP can be used as a planning tool that contributes to a statewide vision for an integrated, multimodal transportation system. Such coordination efforts are crucial to creating a balanced and sustainable interregional system that supports California's economy, links all regions of the state with high-quality transportation facilities, and minimizes impacts to the environment and communities.

"Coordination efforts are crucial to creating a balanced & sustainable interregional system."



State Route 58 (Before)

State Route 58 - Mohave Construction

This section of State Route 58 that connects the southern San Joaquin Valley to Interstates 15 and 40 is a vital interstate truck route. Upgrading remaining two-lane sections to freeway or expressway standards is important for California's economy.

Figure A

Interregional Road System

(Streets and Highway Code, Section 164.10 - 164.20)

SR 299 - Middle of Buckhorn

Rural two-lane, mountainous Focus Routes (such as State Route 299) may not merit upgrading to expressway or freeway standards, or such upgrading may be impractical. However, making strategic improvements to the two-lane facility to add turn pockets, medians, wide shoulders, and straightening of curves can make significant improvements to safety, travel times, and provide the ability of full-sized, five-axle trucks to use the highway.

The Purpose of the ITSP

The 1998 ITSP was written in response to the passage of Senate Bill (SB) 45 in 1997. With SB 45, the processes for the programming of State transportation funds were significantly restructured. SB 45 mandated that 25% of the State Transportation Improvement Program (STIP) be used to fund Interregional Transportation Improvement Program (ITIP) projects. The other 75% would fund Regional Transportation Improvement Program (RTIP) projects. The SB 45 mandates have provided Caltrans with the opportunity to present its long-range planning vision for the interregional system—one that includes an on-going commitment to improve interregional mobility.

The ITSP provides direction to the ITIP by identifying corridors of greatest need thereby focusing investment in projects that best meet the intent of the program. A list of ITIP projects is chosen and submitted by Caltrans to the California Transportation Commission (CTC) for funding consideration in the STIP.

The ITSP includes six primary objectives for directing interregional program funds to achieve statewide interregional goals:

1. Complete a trunk system of higher-standard routes,
2. Connect urbanized areas to the trunk system,
3. Create dependable connectivity to major gateways and intermodal transfer facilities,
4. Connect urbanizing centers to the trunk system,
5. Link rural and smaller urban centers to the trunk system, and
6. Improve intercity passenger rail.

(2012 Interregional Transportation Improvement Program, December, 2011)

The ITSP updates a broad range of modes and transportation planning strategies that bring the ITSP in alignment with several other Caltrans planning efforts under the California Interregional Blueprint (CIB). The CIB will become the foundation of the California Transportation Plan 2040 (CTP—the State's long-range transportation plan. The CTP 2040 will be completed in 2015.

The concurrent efforts to complete the CIB Interim Report and update the ITSP will result in a statewide vision for an integrated, multimodal transportation system that will complement regional transportation and land-use plans, as well as assist the State in meeting climate change goals. Updated rail, freight, transit, and aviation plans will also contribute to this statewide planning effort. Both the CTP and ITSP will act as planning tools that can be used to better link intermodal systems, resulting in a more efficient and comprehensive transportation system. Such coordination efforts are crucial to creating balanced and sustainable interregional travel.

The ITSP identifies a specific set of highway projects on ten Focus Routes. It informs and is informed by the Regional Transportation Plans (RTPs) prepared by the 18 Metropolitan Planning Organizations (MPOs) and 26 Regional Transportation Planning Agencies (RTPAs)

in California. No new Focus Routes are being added to this update. No routes are being dropped, except where sections of a route may have been relinquished by the State to a local jurisdiction. Caltrans continues to consult with regional agencies to seek consensus on the relative priority of improvements. Complimentary actions by regional and local agencies are recommended to provide optimum integration of the State's transportation systems.

The ITSP lays out a recommended course of actions and considerations for the Interregional Improvement Program (IIP) for the 20-year planning period of 2012 to 2032. It identifies key principles, objectives and strategies that inform project selection for the IIP.

The 20-year planning horizon corresponds to the typical timeframe used by Caltrans for individual route plans. Twenty years is considered the maximum horizon for which reasonably accurate travel demand forecasting can be developed. The ITSP considers the time period for related plans and programs, specifically the RTP, congestion management programs, and city and county General Plans. The ITSP is expected to be updated periodically to reflect major changes, trends of statewide and interregional significance, and evolving transportation policy and strategies.

State Route 299 - Redding to Arcata

The basis for all Caltrans programming decisions stem from the Department Mission Statement:

Caltrans Improves Mobility Across California.

Caltrans is also committed to the following strategic goals:

Safety	Provide the safest transportation system in the nation for users and workers
Mobility	Maximize transportation system performance and accessibility
Stewardship	Preserve and enhance California's resources and assets
Delivery	Efficiently deliver quality transportation projects and services
Service	Promote quality service through an excellent workforce

Regions and Caltrans should consider the following criteria for measuring the cost-effectiveness of RTIPs and the ITIP:

- Decrease in vehicle occupant travel, freight and goods time per thousand dollar invested.
- Decrease in accidents and fatalities per thousand dollar invested.
- Decrease in vehicle and system operating cost per thousand dollar invested.
- Improved access to jobs, markets and commerce per thousand dollar invested.
- Increased frequency reliability of rail/transit service per thousand dollar invested.
- Decrease in air pollution emissions per thousand dollar invested.
- Increase in annual passenger, freight and goods miles carried per thousand dollar invested.

(California Transportation Commission STIP Guidelines, August, 2011)

U.S. Highway 395 Inyo / Blackrock

Improvements to Focus Routes, such as this upgrade from a two-lane conventional highway to a four-lane expressway with median, improves safety and provides for more reliable travel times.

December 2012

CSMP fact sheet

Corridor System Management Plan

A New Approach

- Many CSMPs on urbanized corridors utilize complex traffic simulation models for corridor-level system analysis.
- Test scenarios evaluate effectiveness of proposed improvements.
- Effective partnership-based approach creates plans to identify and guide consensual improvements.

Overview

Corridor System Management Plans (CSMPs) are developed based on the need to improve safety, maximize mobility, and reduce delay costs on California's most congested highway corridors. The CSMPs' primary objectives are to reduce accident and injury rates (safety), reduce delay within the corridor (mobility), reduce variation of travel time (reliability), restore lost lane-mile capacity (productivity), and reduce distressed lane miles (system preservation).

The CSMP is a planning tool that can contribute to the vision of integrated transportation system management for an entire corridor while also minimizing environmental and community impacts.

Necessary Elements

Improving the State Highway System (SHS) must include more than just adding new pavement — it must also include maximum utilization of existing facilities, reliable transportation alternatives, inclusion of multimodal analysis, and flexibility for further improvements by integrating effectively with surrounding land use.

The Value of CSMPs

CSMPs are unique in that they analyze a transportation corridor as *one system* instead of analyzing all the elements of a corridor individually.

Funding

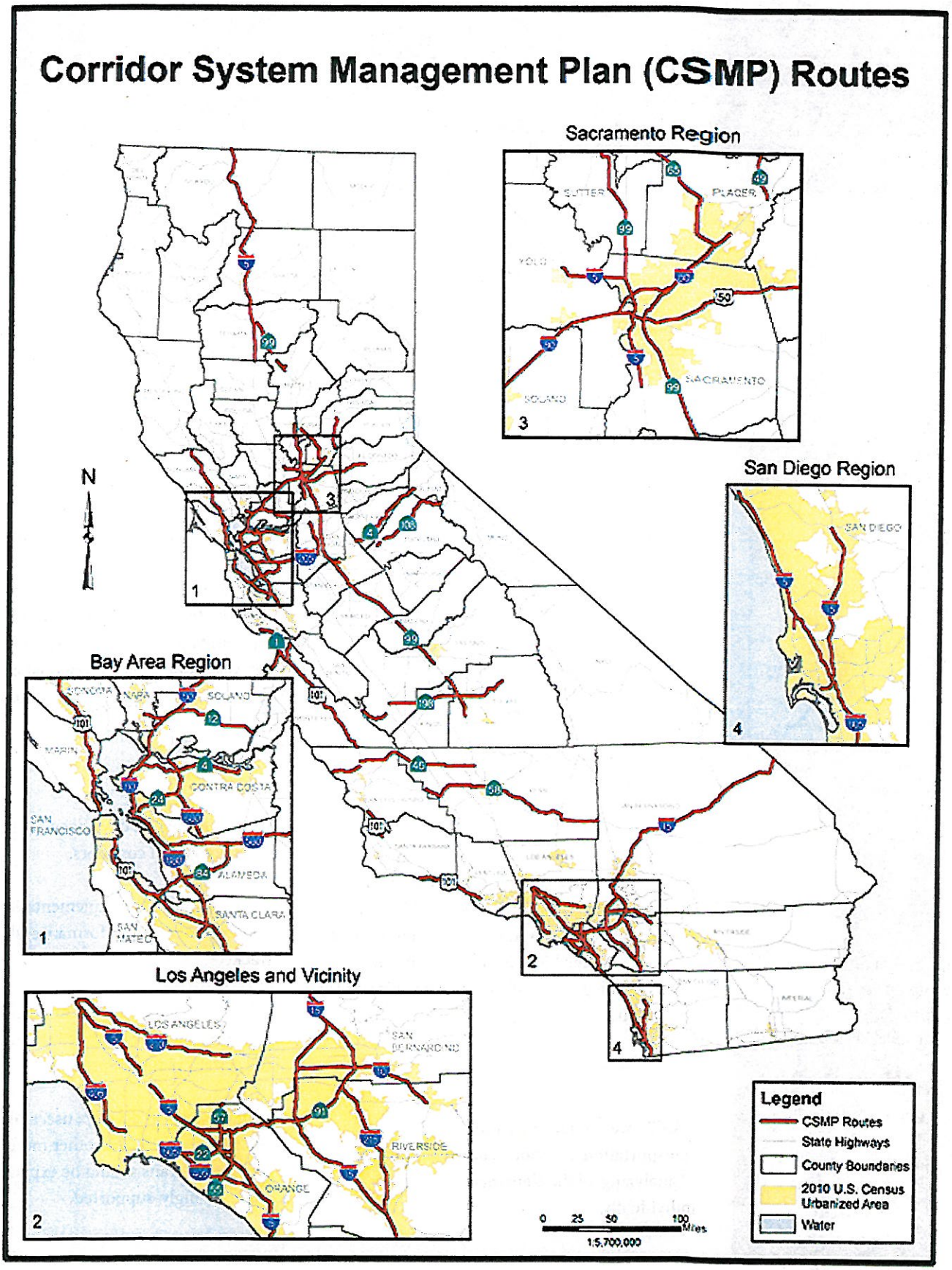
In 2006, California voters approved Proposition 1B which created both the Corridor Mobility Improvement Account (CMIA) and the State Route 99 Corridor Account. These programs funded projects that provided congestion relief, operational enhancements, enhanced mobility, improved safety and improved connectivity throughout the state (Note: $4.5 billion was authorized for the CMIA and $1 billion for the SR 99 Account).

The California Transportation Commission gave priority to all projects funded through these accounts where a CSMP was in place, or there was a documented regional and local commitment to develop and implement a CSMP.

Findings

- CSMPs should be developed for the State's most congested corridors.
- Progress on CSMP implementation, particularly corridor performance, should be tracked.
- CSMP concepts and performance-based planning should be applied throughout the system planning process.
- Staff capacity to develop, use, and update micro-simulation and other modeling tools at Caltrans should be expanded and more strongly-supported.

Caltrans CTP2040 California Transportation Plan HIGHWAY PLAN Interregional Transportation Strategic Plan



Caltrans CTP2040 CALIFORNIA TRANSPORTATION PLAN HIGHWAY PLAN Interregional Transportation Strategic Plan

FREIGHT fact sheet

December 2012

Overview

Efficient mobility of freight within and beyond the state is critical to California's economy. To maintain and advance national and global market share, California's freight transportation system needs to be in good repair, address bottlenecks and other inefficiencies, and become more strategically competitive than ever before. Caltrans is in the process of updating the state's multi-modal long-range freight plan under the title, "California Freight Mobility Plan." With assistance from a newly-forming Freight Advisory Committee, the plan will fulfill the interim guidance detailed in the Moving Ahead for Progress in the 21st Century Act (MAP-21) federal transportation reauthorization as well as requirements of pending State Freight Plan legislation (Assembly Bill 14). The California Transportation Commission will be invited to nominate a representative to serve on the Freight Advisory Committee.

California Freight Mobility Plan

The California Freight Mobility Plan will address current conditions, future trends, and major freight issues. It will devote more attention to community impacts, take a more in-depth look at trucking and air cargo, and more thoroughly identify the freight needs of all regions of California than its Goods Movement Action Plan predecessor. Stakeholder surveys, community focus groups, regional freight plans and studies conducted by partner agencies, and recent freight industry plans developed by seaports, railroads, and others will be drawn upon for input.

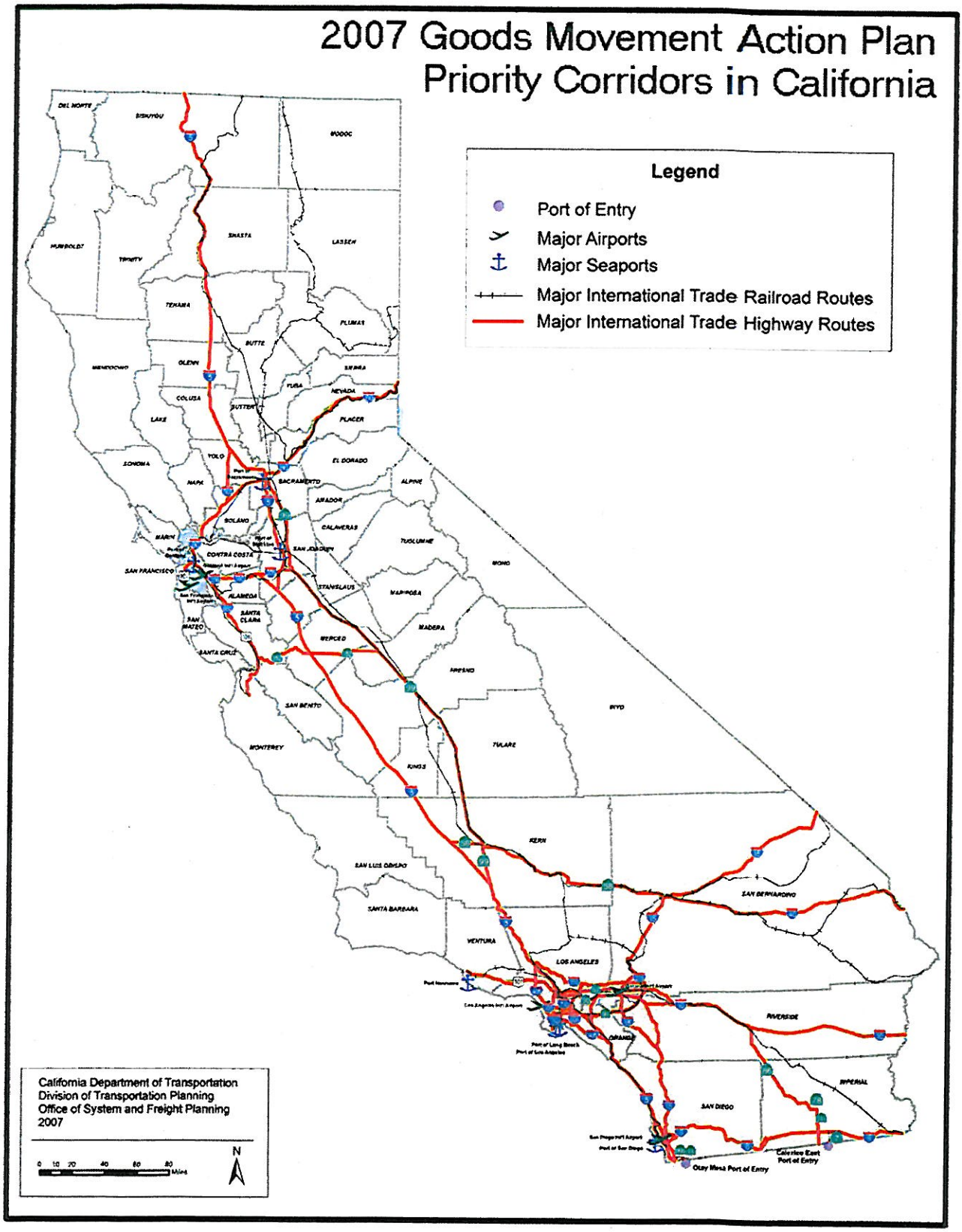
Aspects of all suggested interim State freight plan content guidance provided in MAP-21 (below) will be incorporated into the Freight Mobility Plan:

- Strategic goals
- Economic context of freight transportation planning
- Freight policies, strategies, and institutions
- State freight transportation assets
- Conditions and performance of the State's freight transportation system
- Freight forecasts
- Overview of trends, needs, and issues
- Strengths and problems of the State's freight transportation system
- State's decision-making process
- State's freight improvement strategy State's implementation plan

Next Steps

The schedule calls for a draft California Freight Mobility Plan by December 2013, with a final plan to be completed by Spring 2014. The schedule may be modified to respond to additional guidance from MAP-21 or State legislation. Elements of the Freight Mobility Plan will be incorporated into the California Transportation Plan.

Caltrans CTP2040 CALIFORNIA TRANSPORTATION PLAN FREIGHT PLAN Freight Mobility Plan



Caltrans CTP2040 CALIFORNIA TRANSPORTATION PLAN FREIGHT PLAN Freight Mobility Plan

December 2012

Transit Plan fact sheet

Statewide Transit Strategic Plan

Project Goals

The Caltrans Division of Mass Transportation (DMT), in partnership with the California Transit Association (CTA) and the California Association for Coordinated Transportation (CalACT), developed the STSP. Goals of this project were to:

1. Gain a better understanding of present and future roles and responsibilities for public transportation in California; identify challenges and opportunities that support public transportation as part of the larger transportation system; and to integrate findings into the California Interregional Blueprint (CIB) and the California Transportation Plan, which builds on regional planning efforts and charts the State's vision for a future multimodal, globally competitive transportation system.

2. Address the concerns of the California State Legislature stated in SB 391 (Liu, 2009) that "...the state lacks a comprehensive, statewide, multimodal planning process that details the transportation system needed in the state to meet objectives of mobility and congestion management consistent with the state's green house gas emission limits and air pollution standards."

Project Funding & Background

The STSP project was funded through a federal grant. The University of California at Berkeley and the University of California at Los Angeles, Institute of Transportation Studies, assisted with the development of the project. As part of the project's development, an Advisory Committee comprised of 27 transit providers and various stakeholders was created. They identified the goals, objectives and challenges they face making public transportation improvements. Among the long-term goals and short-term strategies identified are:

Long-term Visions & Goals:

- Financial sustainability
- Social sustainability access
- Market-responsiveness

Short-term Actionable Measures:

- High quality trunk line services (Bus Rapid Transit)
- Improvements in pedestrian/bicycle access
- Passenger information system

(Continued on back)

Caltrans CTP2040 California Transportation Plan TRANSIT PLAN Statewide Transit Strategic Plan

Transit Plan Fact Sheet

December 2012

Deliverables Produced

The STSP produced four primary project deliverables:

1. *Baselines: Current and Future Transit and Demographic Trends* - highlights past, current, and future demographic factors affecting transit service in California.

2. *One State, Many Visions: Transit Stakeholder Views on Planning for the Future of California's Mobility* - provides an assessment of the goals and objectives of various California transit providers and stakeholders.

3. *Transit Wiki* - a web tool that will help transit providers identify and pursue options for cost-effective strategies to improve transit service.

4. *California Statewide Transit Strategic Plan Recommendation* - An overview of the findings and recommendations for Caltrans, based on work conducted over the course of this project.

Partnering for a Shared Vision

The STSP provides information that enables transit providers to implement their vision both locally and regionally in support of public transportation improvements, and will guide Caltrans in next steps to improve public transportation statewide working in partnership with the CTA, the CalACT, and other transit stakeholders.

Contact

For more details, please contact the STSP Project Manager:

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Visit: http://www.dot.ca.gov/hq/MassTrans/index.html

Caltrans CTP2040 California Transportation Plan TRANSIT PLAN Statewide Transit Strategic Plan

RAIL fact sheet

December 2012

Rail Renaissance

In California, a rail renaissance is underway. Ridership is approaching record levels. Growing numbers of Californians find train travel to be a smart transportation option as gas prices climb and freeways become more congested. Exciting plans are in the works to improve train service throughout the state and construct our nation's first dedicated high-speed train system. Currently, Caltrans is developing a plan that will present the vision and strategies for building California's rail network for the future.

California State Rail Plan

The California State Rail Plan will establish a vision, set priorities, and present implementation strategies to enhance passenger and freight rail service in the public interest. The State Rail Plan will be the first planning document that fully integrates the planned California High-Speed Rail system with existing and proposed conventional rail systems. It will be a critical document for successful development and implementation of the California High-Speed Rail Authority's "blended system" which will combine high-speed rail and improved conventional rail. The State Rail Plan will serve as a basis for federal and state investments for high-speed and intercity passenger rail in California. The vision, priorities, and strategies will support the State's goal of an integrated multimodal transportation system.

Caltrans will produce Service Development Plans for the existing Pacific Surfliner and San Joaquin routes and the proposed Coast Daylight route. Service Development Plans for California High-Speed Rail and the Capitol Corridor will also be incorporated into the State Rail Plan. These Service Development Plans will identify capital projects, operations plans, proposed funding sources, and planning timeframes for each of the rail corridors. They will also provide the criteria for corridor improvements that will be proposed in the State Rail Plan.

Rail Plan Deliverables

- Describe the existing conditions of the State's passenger and freight rail systems including infrastructure and service levels, needs, and deficiencies.
- Present a clear picture of the role rail plays in key passenger and freight markets.
- Describe the blended system concept for high-speed rail and conventional intercity and commuter rail, planned for implementation in 2018.
- Describe the planned rail system and the economic and environmental benefits of freight and passenger rail improvements.
- Incorporate plans from California commuter rail authorities.

The State Rail Plan will also be prepared in parallel with the California Interregional Blueprint Interim Report, which will present strategies for integrating all transportation modes throughout the State, including air travel, roads and highways, ports, transit, passenger trains, and freight rail.

Caltrans CTP2040 California Transportation Plan RAIL PLAN California State Rail Plan

Caltrans CTP2040 CALIFORNIA TRANSPORTATION PLAN RAIL PLAN California State Rail Plan

CALIFORNIA STATE RAIL PLAN

Contract 75A0321

ADMINISTRATIVE DRAFT

December 2012

CALIFORNIA STATE RAIL PLAN

Prepared for

California Department of Transportation

Division of Rail

1120 N Street

P.O. Box 942874

Sacramento, CA 95814

Prepared by

AECOM

2101 Webster Street #1900

Oakland, CA 94612

with Cambridge Systematics

LTK & Arellano Associates

Executive Summary

In 2008, the United States Congress enacted the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), which aimed to strengthen the national rail network through a long-term view of the rail system. PRIIA also underscored the benefits of integrating rail into the statewide transportation planning process. States must develop state rail plans meeting federal requirements to be eligible for federal funding for high-speed and intercity passenger rail programs. States are also encouraged to develop strategies and policies for enhanced passenger and freight rail services that benefit the public.

The 2013 *California State Rail Plan* (CSRP) meets these federal intentions and requirements. It also establishes a statewide vision, sets priorities, and develops implementation strategies to enhance passenger and freight rail service in the public interest. The CSRP fulfills federal and state requirements for state rail plans, fully integrating plans for the California High-Speed Rail Authority (CHSRA) and complying with rail planning provisions of 49 United States Code Section 22102. It also supports the State's goal of developing an integrated, multimodal transportation network. Finally, the CSRP will guide federal and state rail investments in California. These investments will enhance people and goods movement while enhancing economic growth and quality of life.

The CSRP has 10 chapters, as follows:

1. Introduction;
2. California Rail Transportation Context and Challenges;
3. Rail Vision Statement;
4. Public Outreach and Approval Process;
5. Existing Passenger Rail System;
6. Existing Freight Rail System;
7. Passenger and Freight Rail Integration;
8. Passenger Rail Improvements;
9. Freight Rail Improvements; and
10. Passenger and Freight Rail System Integration.

Introduction

California's rail system performance over the past decade underscores the system's importance to the State. Passenger rail ridership has risen 55 percent during that period, and the freight rail network has shown continued vitality. There are opportunities for rail to move forward with the advent of a statewide high-speed rail (HSR) system.

Passenger and freight rail are positioned to help address environmental and economic development challenges such as traffic congestion, reduced mobility, and air quality. However, additional funding for capital investments, ongoing operations, and maintenance is needed to meet these challenges. Plans for expanding passenger rail into "blended" services—which leverage state and federal investments in high-speed rail—will require tightly coordinated and integrated planning, programming, and execution by multiple agencies.

California's rail system also faces longer-term challenges. Rail networks face increasing freight and passenger demand, often on freight-owned rail infrastructure. Additionally, multiple passenger rail operators (high-speed, intercity, and commuter) must respond to traveler expectations of seamless rail service operations, safety, ticketing, and traveler information.

The 2013 CSRP provides a framework for growing California intercity rail system. It notes gains made over the past decade, addresses future needs and challenges to transportation, the environment, and economic well-being, and details plans for substantial expansion and integration of services.

CSRP Highlights

The major findings and results of the CSRP are as follows:

- The 2013 CSRP is different from previous state rail plans because of changes in federal rail policy, funding, and requirements. The plan also complies with new California climate change legislation tying transportation to emission reduction goals. Finally, the CSRP integrates the 2012 Revised Business Plan (Business Plan) of CHSRA;

- The CSRP reiterates the importance of integrated planning between HSR, intercity and commuter rail operations, from both legal requirement and practical necessity. Future population and employment growth is intensifying in regions to be served by HSR and intercity passenger rail. Moreover, the State's freight rail network is valuable to California shippers and to the national rail network. Moving people and freight by rail offers demonstrated environmental benefits;

- The CSRP establishes a rail vision statement for the future:

  California has a premier, customer-focused rail system that successfully moves people and products while enhancing economic growth and quality of life;

- The CSRP is being explained to state, regional and local agencies to receive their input and feedback. A variety of methods and channels will be employed to explain the CSRP and receive public input. The California Transportation Commission (CTC) and the Federal Railroad Administration (FRA) are reviewing early chapters and offering comments and suggestions in an ongoing process leading to approval of the CSRP by both entities;

- California has invested for years in growing high-capacity and high-performance intercity passenger rail services. These services attract high passenger volumes. Passenger rail institutional roles are likely to change as new legislatively-authorized joint powers authorities (JPA) are considered for the Pacific Surfliner and San Joaquin routes. These roles may also change as Caltrans and CHSRA become part of a new State Transportation Agency;

- California is a significant origin and destination for freight rail traffic, given its market size and its position in international trade flows. The expansion of the Panama Canal and other Pacific Coast port expansions are unlikely to change Pacific Rim trade that moves on California freight railroads. Regional planning studies have identified a series of projects that can resolve freight chokepoints and bottlenecks;

- Major conflicts in several rail corridors will require careful coordination among multiple passenger and freight users. These corridors include Stockton to Sacramento (an important freight corridor with growing services of the Northern California Unified Service), Los Angeles to Colton and Los Angeles to Riverside (heavy freight traffic and high commuter rail frequencies), and Los Angeles to Burbank (high commuter train counts and plans for Pacific Surfliner and Coast Daylight expansion);

- The CSRP describes planned expansion of state-supported routes by 2020 when the HSR blended system is anticipated to be in service, as follows:
    - *Pacific Surfliner*: one more daily roundtrip from San Diego to Los Angeles for a total of 12; one more roundtrip from Los Angeles to Goleta for a total of six, and a total of two roundtrips from Goleta to San Luis Obispo;
    - *San Joaquin*: seven to 11 daily roundtrips on the Initial Construction Section (ICS) and three to six roundtrips on the BNSF line; and
    - *Capitol Corridor:* one additional weekday roundtrip from Sacramento to Oakland for a total of 16, and four additional weekday roundtrips from San Jose to Oakland for a total of 11;
    - The CSRP also describes the planned system in 2025 when initial HSR operations are planned to be in effect. 34 round trips on the initial HSR segment from Merced to the San Fernando Valley are planned.
- The CSRP stresses the importance of large annual expenditures by Class I freight railroads on major maintenance, capacity expansion, locomotives, and rolling stock. The plan identifies currently planned projects among four types of freight improvements totaling $15 billion; and
- The CSRP explains the following public benefits of the passenger rail improvements in the plan:
    - Statewide CO2 emission reduction of 35,000 tons per year in 2020 and 637,000 to 1,000,000 tons in 2025 from expanded intercity passenger rail system; and
    - Year 2025 user and non-user economic benefits of $3.16 billion to $4.11 billion from expanded intercity passenger rail system.

CSRP Chapter Summaries

Chapter 1: Introduction. Chapter 1 explains what the 2013 CSRP will accomplish and why the plan is different from other rail plans. It also details how the CSRP meets federal and state legal requirements for state rail plans, and describes CSRP chapter contents. The Chapter explains how the 2013 CSRP is different from previous state rail plans due to changes in federal rail policy, funding, and requirements, new California climate change legislation that ties transportation to emission reduction goals, and integration with the CHSRA Business Plan.

Chapter 2: California Rail Transportation Context and Challenges. The CSRP fits into the multimodal *California Interregional Blueprint* (CIB) and *California Transportation Plan* (CTP). The CSRP also links to other transportation plans through climate change legislation like Senate Bill (SB) 375 (Steinberg 2008) and SB 391 (Liu 2009). Population and employment growth rates are increasing in regions served by passenger rail (intercity and HSR) and freight rail. This chapter describes rail transportation's environmental benefits and notes environmental review processes for rail projects. The chapter also details these rail system issues: demand factors for growth in passenger and freight traffic, needs for seamless passenger transportation connections, necessity of integrated planning for HSR, and intercity and commuter rail operations. Chapter 2 also reiterates the importance of integrated planning between HSR, intercity and commuter rail operations, both from a legal standpoint and out of practical necessity.

Chapter 3: State Rail Plan Vision Statement. *California has a premier, customer-focused rail system that successfully moves people and products while enhancing economic growth and quality of life.* The passenger rail system creates an integrated network with state of the art, customer-focused services that enhance quality of life. The freight rail system connects industries and shippers to national and international markets, co-exists with growing passenger rail services, and also improves quality of life. Chapter 3 also describes how the CSRP vision fits into the CTP vision, goals and objectives.

Chapter 4: Public Outreach and Approval Process. This chapter details the Public Involvement and Stakeholder Outreach Plan (PISOP) goals and objectives, and support tasks such as stakeholder databases, web site development, branding, and creation of collateral materials. The PISOP establishes a series of meetings and coordination with the CSRP Advisory Committee, other state agencies, and public meetings associated with the February 2013 Draft CSRP release. The chapter outlines this activity, summarizes comments received and their incorporation into the CSRP, and explains the approval process by the CTC and FRA. It also details how state, regional and local agencies are providing their input and feedback on the CSRP. Finally, it explains the ongoing review and approval process for the CSRP by the CTC and FRA.

Chapter 5: Existing Passenger Rail System. Chapter 5 includes a detailed description of state-supported intercity routes: *Pacific Surfliner*, *San Joaquin* and *Capitol Corridor*. It also contains details on Amtrak long-distance trains and commuter rail services in the State, describes the California High-Speed Rail project including the Blended Service concept, and explains the State's urban rail systems and their connectivity to intercity and commuter rail. Exhibit ES.1 shows the state-supported and Amtrak long distance intercity passenger rail routes in California. The chapter discusses passenger rail connectivity, rail station configurations, and operational aspects, and includes performance data for state-supported and long-distance routes. Additionally, Chapter 5 explains institutional roles and relationships among owners/operators of passenger rail and other regulatory agencies, and details safety and security agencies and issues.

Chapter 6: Existing Freight Rail System. This chapter includes a description and inventory of California's freight railroad system, shown in Exhibit ES.2. For Class I and short lines, this includes details on the system, its capabilities, and its functions. The chapter offers details on types of commodities moved on the current and future freight rail network, current and future. The chapter describes freight rail trends, emphasizing the unique function of California's freight rail network: international trade flows, logistics change, and Positive Train Control (PTC) requirements.

Chapter 7: Passenger and Freight Rail Integration. This chapter combines freight and passenger train counts on shared tracks and shared ROW, both current and projected, identifies corridors with high train volumes and challenges for ongoing shared conditions, and identifies strategies and mitigation for growing corridor use by multiple users. Major conflicts in several rail corridors will require careful coordination among multiple passenger and freight users. These corridors include Stockton to Sacramento (an important freight corridor with growing services of the Northern California Unified Service), Los Angeles to Colton and Los Angeles to Riverside (heavy freight traffic and high commuter rail frequencies), and Los Angeles to Burbank (high commuter train counts and plans for *Pacific Surfliner* and *Coast Daylight* expansion).

Exhibit ES.1: California Intercity Passenger Rail Routes

Source: California Department of Transportation, 2012.

Exhibit ES.2: California Class I Rail System, 2012

Source: Caltrans Division of Rail (DOR) Rail Network.

Chapter 8: Passenger Rail Improvements. This chapter includes segment listings for the new California HSR system illustrated in Exhibit ES.3. It also details project listings for improvements to *Pacific Surfliner*, *San Joaquin* and *Capitol Corridor* routes. The chapter describes proposed new services and criteria for evaluation for *Coast Daylight* and *Coachella Valley* (including project listings), as well as proposed extensions of current services. Finally, Chapter 8 includes descriptions of new high-speed rail on *XpressWest*, new commuter rail, and extensions of commuter rail service.

Chapter 9: Freight Rail Improvements. Chapter 9 outlines four kinds of freight improvements: trade corridors, local rail, community impact mitigation, and economic development. The chapter describes new projects and programs for freight investments, policy issues and best practices for consideration, and lists freight rail-related highway-rail grade separations. It also stresses the importance of large annual expenditures by Class I freight railroads on major maintenance, capacity expansion, locomotives, and rolling stock. Chapter 9 identifies currently planned projects totaling $15 billion.

Chapter 10: Passenger and Freight Rail System Integration. Chapter 10 includes details on phasing for HSR implementation. Additionally, the chapter discusses past and current rail funding programs at federal and state levels. It also quantifies ridership projections and resulting GHG and economic effects, overall environmental effects of the CSRP, and the importance of rail corridor preservation.

There are several key steps needed to support near-term and long-term plan implementation. These steps include the following:

- Secure funding and access agreements for the additional trains that are needed in state-supported intercity passenger rail routes to meet the State's economic and environmental objectives;

- Demonstrate California's HSR commitment to successfully constructing and operating the Initial Operating Section (IOS) through the San Joaquin Valley;

- Finalize details of Northern California Unified Service plans, projects, and operating plans, including environmental clearance of the overall operating plans, as the IOS is constructed;

- Procure, test, and operate new intercity passenger rail equipment recently ordered by the State. These actions lay the foundation for the funding and procurement of more equipment needed for electrified and high-speed operations; and

- The California State Legislature recently authorized JPAs for administering and planning the Pacific Surfliner and San Joaquin routes. The California State Legislature also approved reorganization of the State's transportation agencies, including Caltrans and CHSRA, under a new Transportation Agency. These institutional changes will be implemented concurrently with the ongoing increase in the pace and complication of passenger rail planning in California.

Exhibit ES.3: California High-Speed Rail Initial Operating Section and Phased Implementation

Source: California High-Speed Rail Authority, October 2012.

Caltrans Planning
Vision and Guide to Future

California Transportation Commission Meeting
Sacramento, CA

Kome Ajise, Deputy Director
Planning and Modal Programs

January 8 , 2013

Caltrans

California Transportation Plan

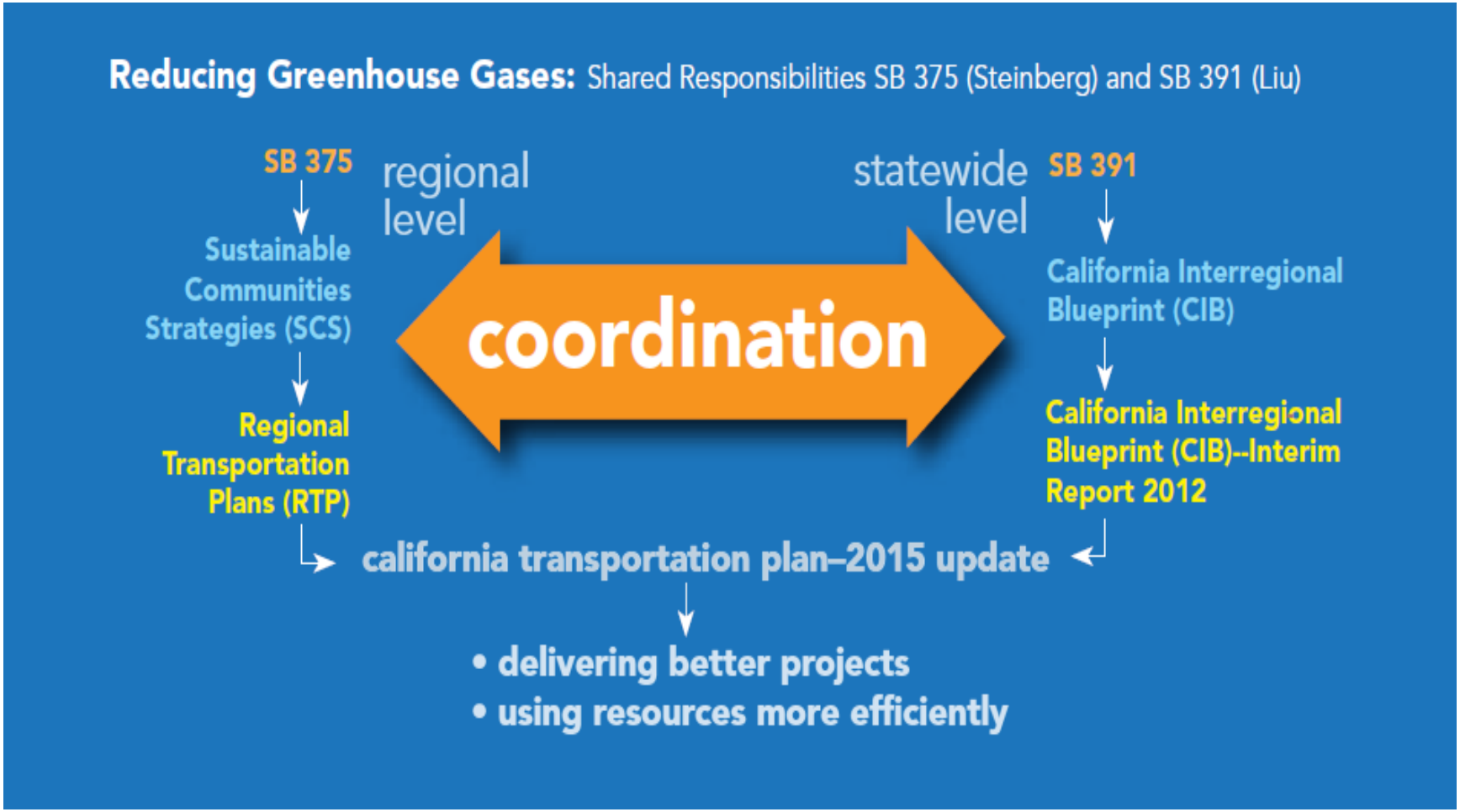
California Transportation Plan

What is it?

Statewide, long-range transportation plan that:

- Defines ***goals, policies***, and ***strategies*** and the future ***statewide, multi-modal transportation system***
- Integrates statewide modal plans
- Builds upon Regional Transportation Plans and Sustainable Communities Strategies
- Analyzes future scenarios and policies using robust modeling tools

California Interregional Blueprint



CIB Interim Report

SCS impact on statewide system:

- Enhanced door-to-door travel options
- More complete streets on state highways
- Increased conversion of HOV lanes to HOT
- Eased congestion on interregional routes
- Faster implementation of TOD projects

Modal Plans

Integrating the Statewide Modal Plans

2013

2012

2013

2011

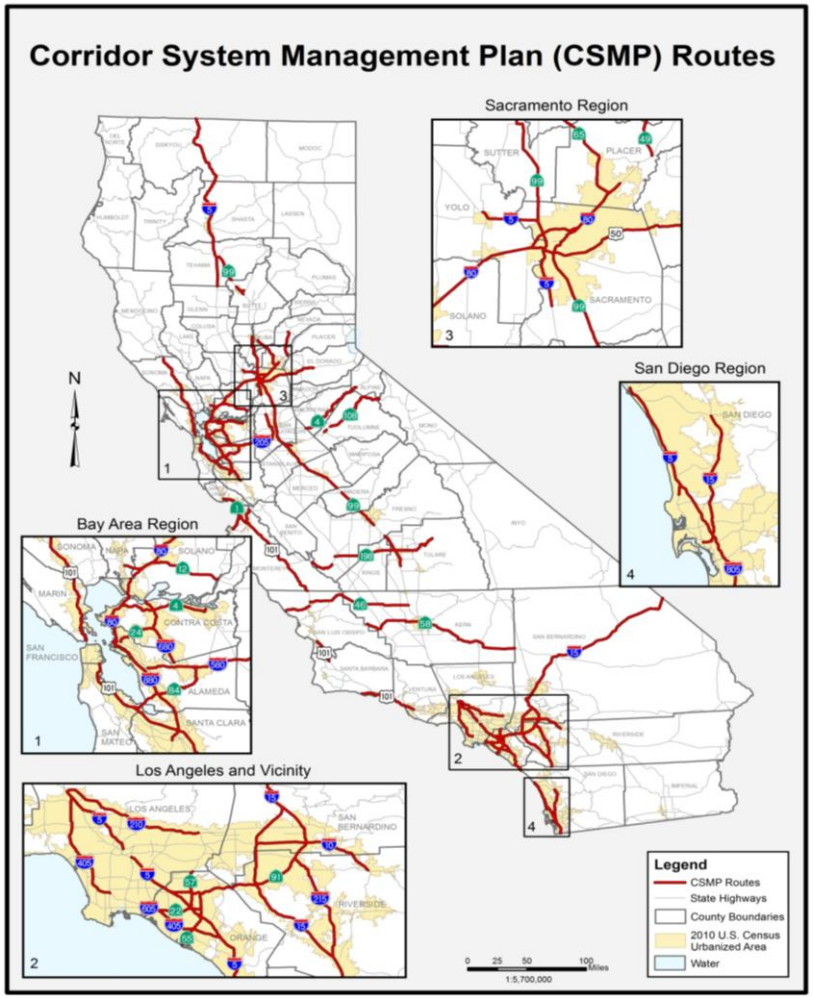
2013

Caltrans

CTP2040
CALIFORNIA TRANSPORTATION PLAN

Corridor System Management Plan

- CTC required a CSMP for each CMIA project
- Preserve mobility gains provided by CMIA project
- Approximately 54 CSMPs, not only for CMIA
- http://www.dot.ca.gov/hq/tpp/corridor-mobility/

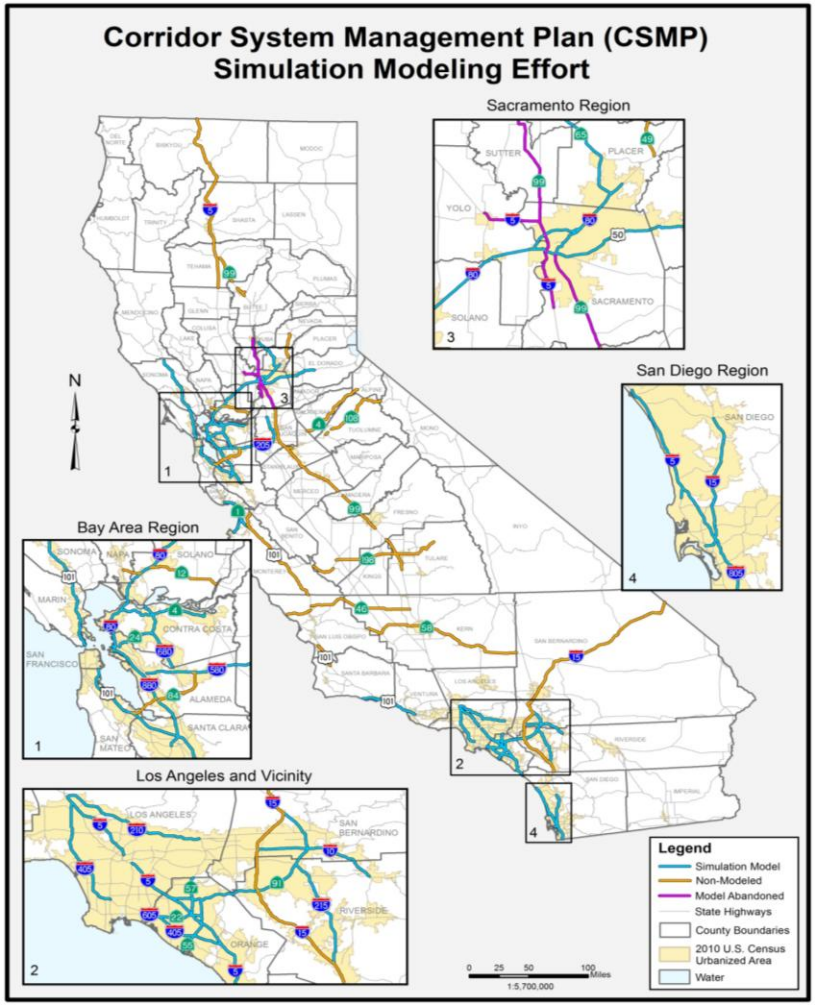


Caltrans

HIGHWAY PLAN
Interregional Transportation Strategic Plan

CSMP Lessons & Next Steps

- Lengthy corridors too complex for micro-simulation models
- Use with other analysis tools
- Develop real-time system management that includes arterials and transit
- Incorporate CSMP concepts into other plans
- Identify flexible, quickly implementable funding

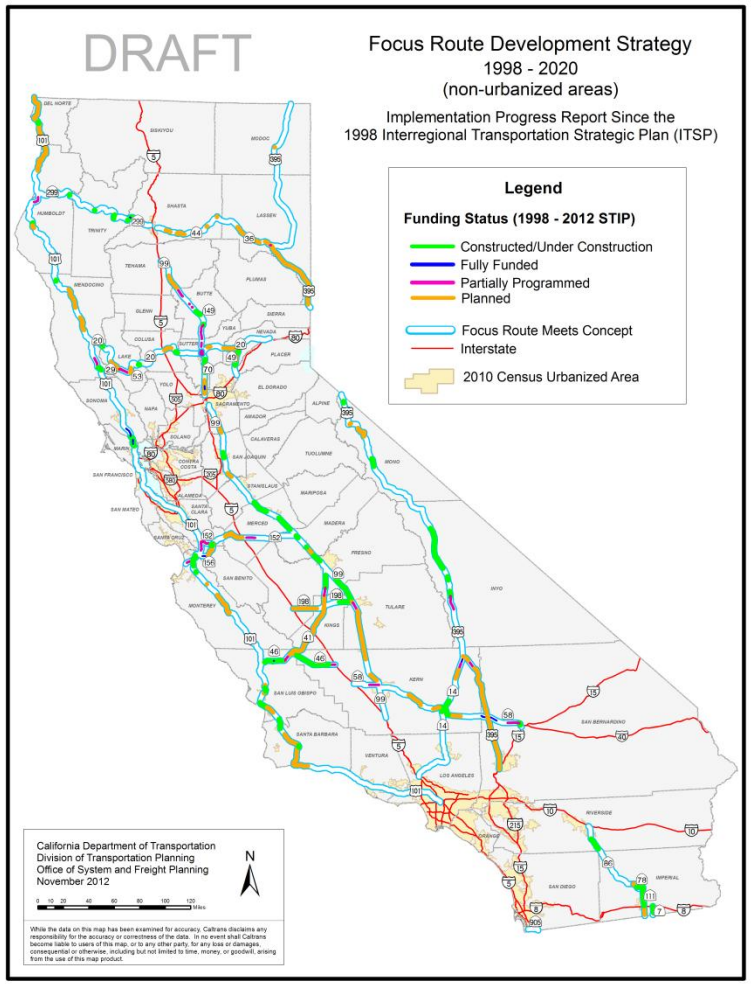


Interregional Transportation Strategic Plan

- Released by Caltrans in 1998 in response to Senate Bill 45, known as ITSP
- Targets limited Interregional Improvement Program (IIP) funds to key interregional State Highways and to Intercity Passenger Rail
- This update identifies what's been accomplished since 1998 and what still needs to be done

Focus Route Development

Focus Route Projects	Miles	% of Total
Completed or under construction	654	30%
Fully funded but not yet under construction	79	4%
Partially programmed	384	17%
Planned but no phase programmed	1,085	49%



Caltrans

HIGHWAY PLAN
Interregional Transportation Strategic Plan

California Freight Mobility Plan

- MAP-21 interim guidelines and pending State legislation
- Formation of State Freight Advisory Committee
- Designation of a National Freight Network
- Creation of a State Freight Plan with eligible projects at 90% or 95% federal funding
- Draft plan in December 2013 - pending final federal guidance and State legislation

Freight Plan Development Process

- Build on regional freight plans
- Incorporate State Rail Plan freight sections
- Complete Air Cargo Ground Access study of 12 largest airports
- Include trends analysis and scoping study
- Utilize State Commodity Flow Model

California State Rail Plan

The California State Rail Plan establishes a **statewide vision** to enhance passenger and freight rail service.

It will support the **State's goal of an integrated, multimodal transportation network**.

It will be the **first planning document** that fully integrates the planned California High-Speed Rail (CHSR) system with the existing and proposed conventional **rail network**.

Caltrans

RAIL PLAN
California State Rail Plan

Project Schedule

- Administrative Draft State Rail Plan: Dec. 2012
- Public Workshops on Draft Rail Plan: Feb. 2013
  - Sacramento
  - Oakland
  - San Diego
  - Los Angeles
  - Fresno
- Service Development Plans: Spring 2013
- Final State Rail Plan: June 2013

New High-Speed Rail "Blended" System Concept

- CHSRA Revised 2012 Business Plan calls for "integrating or blending of California High-Speed Rail improvements with existing and upgraded rail systems"
- The State Rail Plan describes a blended system plan, early improvements, and incremental development of CHSR

Caltrans

RAIL PLAN
California State Rail Plan

California High-Speed Rail System

- Initial Operating Section
- Northern California Unified Service
- Early Investment in Caltrain and Metrolink Corridors
- Bay to Basin
- Phase 1 Blended
- Phase 2

Caltrans

RAIL PLAN
California State Rail Plan

Service Development Plans

Service Development Plans (SDPs) for intercity rail corridors:

- Capitol Corridor
- San Joaquin Corridor
- Pacific Surfliner North
- Pacific Surfliner South
- Coast Daylight Corridor
- Coachella Valley Planning Study

Future Scenarios and Policies

Testing future visions, such as:

- System management strategies – e.g., statewide pricing
- More system efficiency – e.g., ramp metering
- Bottleneck relief at key interregional gateways – e.g., truck climbing lanes
- Blended High-Speed Rail
- Other GHG and Climate Change Strategies

California TRANSPORTATION PLAN 2040

Integrating California's Transportation Future

HIGHWAY PLAN
Interregional Transportation Strategic Plan

2013

TRANSIT PLAN
Statewide Transit Strategic Plan

2012

FREIGHT PLAN
Freight Mobility Plan

2013

AVIATION PLAN
California Aviation System Plan

2011

RAIL PLAN
California State Rail Plan

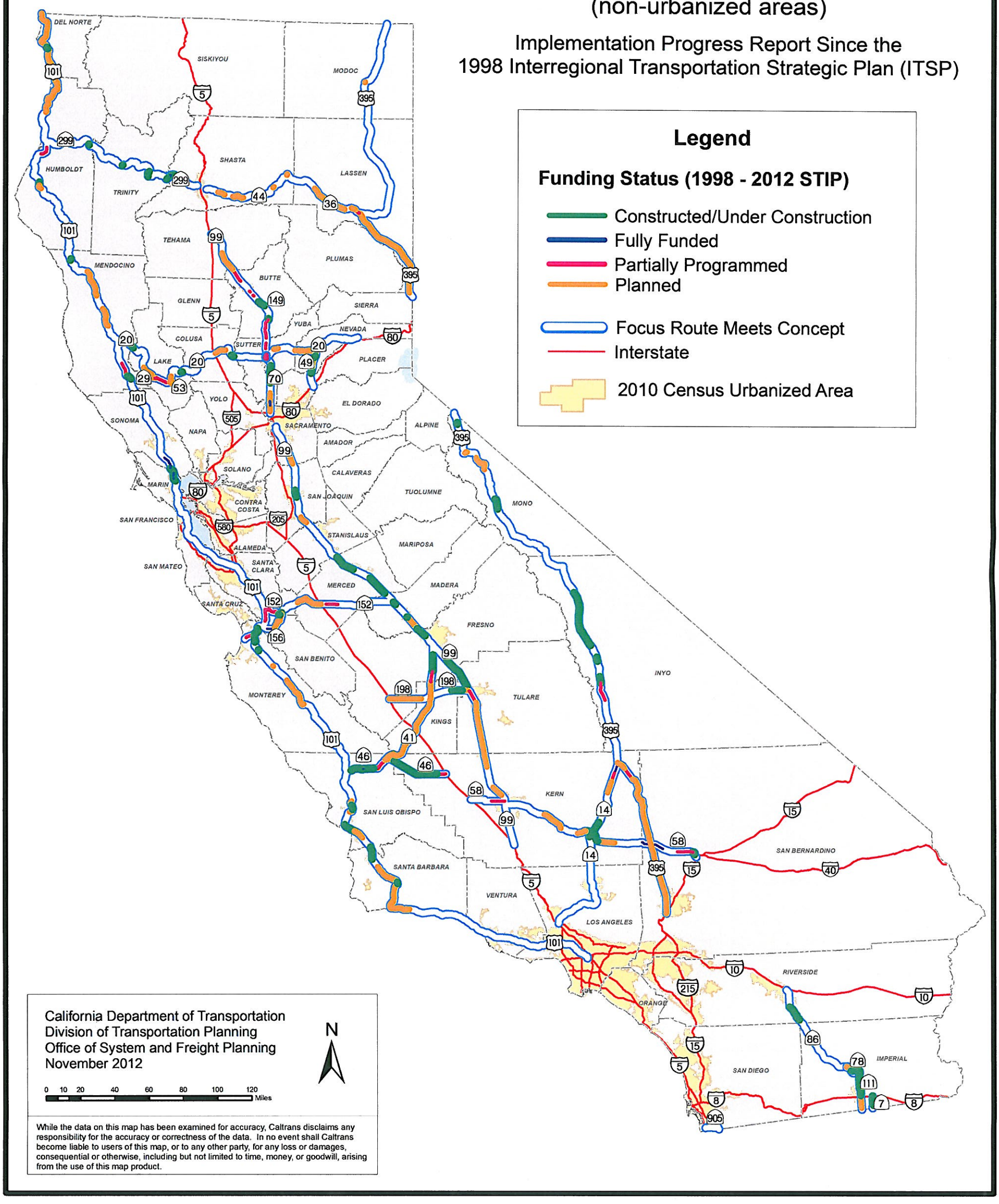
2013

Item 19

DRAFT

Focus Route Development Strategy
1998 - 2020
(non-urbanized areas)

Implementation Progress Report Since the
1998 Interregional Transportation Strategic Plan (ITSP)



Legend

Funding Status (1998 - 2012 STIP)

- Constructed/Under Construction
- Fully Funded
- Partially Programmed
- Planned

- Focus Route Meets Concept
- Interstate
- 2010 Census Urbanized Area

California Department of Transportation
Division of Transportation Planning
Office of System and Freight Planning
November 2012

N

0 10 20 40 60 80 100 120
Miles

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