



## CSMP FREQUENTLY ASKED QUESTIONS (FAQs)

### 1. What is a Corridor System Management Plan (CSMP)?

Corridor System Management Plans (CSMPs) are plans to comprehensively manage and operate urban transportation corridors across jurisdictions and modes. The plans include all major transportation elements in the corridor, such as freeways, major parallel local arterials, transit, and rail. The goal is to maximize total corridor productivity and performance by providing the highest sustained throughput of people and freight, while considering all corridor elements.

### 2. Things that Corridor System Management Plans (CSMPs) are not

CSMPs are **not** Projects in Development, Environmental Scoping Documents, Project Study Reports, and they will not contradict or supersede any voter approved projects.

### 3. Why are CSMPs developed?

CSMPs are required by the California Transportation Commission (CTC) for all corridors receiving Corridor Mobility Improvement Account (CMIA) and State Route 99 Bond funds from Proposition 1B. Forty-three plans are required statewide. In District 7 there are currently five CSMPs on four different routes. The intent is to preserve mobility gains from these bond project investments, and also maximize and sustain the broader and longer corridor throughput based on continued coordinated and integrated improvements on the freeway, parallel arterials, rail, and transit. The plans are supportive and complementary to meeting the goals and objectives of the California Regional Blueprint efforts, compliance with Assembly Bill (AB) 32 and Senate Bill (SB) 375 to reduce greenhouse gas emissions, and of the Smart Mobility Framework.

### 4. Who are the parties involved in a CSMP?

The development of the plans involves extensive collaboration with regional transportation partners, cities, counties, and transit/rail operators. For the I-5 CSMP the major partners are Caltrans District 7, the corridor cities as well as the transit and rail operators along the corridor. There are two I-5 corridor CSMPs. The first one is for the portion of the corridor spanning from the Orange County/Los Angeles County line to the I-710 interchange which is termed as the I-5 corridor south project. The second portion is along I-5 from the I-10 interchange to the I-210 interchange which is the I-5 north CSMP project. The parties involved in the I-5 south project are the cities of La Mirada, Commerce, Santa Fe Springs, Norwalk, Downey, the Gateway Cities Council of

Governments, Metrolink and LADOT. For the I-5 north CSMP project the parties involved are the cities of Glendale and Burbank as well as Metrolink and LADOT

**5. What is the timeframe for the I-5 CSMPs?**

The I-5 CSMPs began with the definition of the corridor in December 2006. By March 2007, the CSMP team consisting of Caltrans District 7, the corridor cities and transit agencies was formed. On September 25, 2008 a meeting with the I-5 corridor north agencies was held at the City of Glendale offices. The technical consultant is currently working on the completion of the micro simulation model and test scenarios. The final CSMP will be completed and approved by December 2009.

**6. What are the expected impacts of a CSMP**

The CSMP is expected to result in a multi-jurisdictional project proposal for competitive funding opportunities, strengthened partnership for corridor management and operations, better problem identification, and relief to freeway, arterial, and transit/rail networks through a more efficient system operation.

**7. What is the Study Limit for the I-5 CSMPs?**

The Study limit for the I-5 south project begins at the Orange County/Los Angeles County line at PM 0.00 to PM 13.784 at the I-710 interchange. The study limit for the I-5 north segment begins at the I-10 interchange at PM 18.452 to the I-210 interchange at PM 44.014.

**8. What are the steps in the CSMP Development Process?**

Eight milestones have been identified by the CTC and Caltrans for monitoring the timely development of the required CSMPs, namely: Define Corridor, Assemble Corridor Team, Preliminary Performance Assessment, Ensure Adequate Detection, Comprehensive Corridor Performance Assessment, Identify Causality of Corridor Performance Degradation, Develop Corridor Micro Simulation Model and Test Improvement Scenarios and Develop a Corridor System Management Plan.

**9. Where do the strategies originate?**

The development of the strategies that will be presented in the final CSMP document is to be a collaborative process that includes all the stakeholder agencies involved in the project. Throughout the development of the technical analysis for the CSMP the agency partners will be asked to provide comments to the products being prepared by the technical consultant as well as on the Corridor System Management Plan.

**10. What is the adoption process for the CSMP?**

The partner agencies will be utilizing whatever their normal process is for adoption and Caltrans will take the document to the District Director for his signature.

**11. How will transit, rail and other modes be incorporated into the CSMP?**

Bus transit, rail, and other modes will be given consideration along with auto travel in the assessment of the corridor needs as well as in the formulation and evaluation of improvement options for the corridor. Existing and planned services will be reflected in the baseline modeling using data on services and utilization. Strategies that involve enhanced service levels or operational changes to the existing or planned services will be included in the improvement options to be tested.

**12. Will we have a way to deal with the impact of future developments whose impact is not captured well by the travel model?**

The travel demand forecasting models being utilized by the technical consultant should be capable of reflecting the traffic impacts of new development.

**13. Will CSMPs be updated on a regular basis?**

Yes, the CSMP will be updated periodically. For instance, the performance section should be updated as projects are delivered. At that point, it would be appropriate to compare real versus modeled results and modify the recommendations for the remaining projects as appropriate.