



CSMP FREQUENTLY ASKED QUESTIONS (FAQs)

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

Corridor System Management Plans (CSMPs) comprehensively manage and operate transportation corridors across jurisdictions and modes. CSMPs 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 to optimize the use of existing transportation facilities as well as to identify strategies to compete for available funding resources. Specifically, the California Transportation Commission (CTC) requires that CSMPs be developed 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. Since the 101 CSMP is a joint project between two counties, the major partners are the two Caltrans Districts, 7 and 5, VCTC, SBCAG, the Corridor Cities and Counties as well as the transit and rail operators along the corridor.

5. What is the timeframe for the 101 CSMP?

The US 101 CSMP began in November of 2007 with the formation of a CSMP team consisting of Caltrans Districts 5 and 7, the Santa Barbara County Association of Governments and the Ventura County Transportation Commission. Outreach to corridor stakeholder agencies occurs frequently at key points in the planning process. Supplemental data collection to support the project was initiated in November 2008 and will continue until June of 2009. The modeling simulation to support the CSMP will be completed by October 2009 with analysis of potential management strategies and improvement options completed in January 2010. The CSMP report will be drafted in the first half of 2010 with a final report to be completed by April 30, 2010.

6. What are the expected outcomes 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 101 CSMP?

The 101 CSMP is a joint collaboration effort between Caltrans District 7, Los Angeles and District 5, San Louis Obispo Planning Office. The Study limit begins from Winchester Canyon Creek in Santa Barbara County to Rice Avenue in Ventura County (Post mile 0.00/27.2 and 20.26/R43.62).

8. 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. Demand management programs that encourage the use of transit or other alternative modes or that discourage use of the transportation system during the most congested times will also be included in the improvement options to be tested. A Transit and TDM Sub-Committee of the CSMP consisting of representatives of all the stakeholder agencies and groups interested in participating will formulate the options to be tested.

9. 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:

- Defining the Corridor
- Assembling the Corridor Team
- Development of the Preliminary Performance Assessment Report
- Ensuring that the Corridor has Adequate Detection
- Development of the Comprehensive Performance Assessment Report
- Identifying the Causes of Corridor Performance Degradation
- Development of Corridor Micro Simulation Models and Test Improvement Scenarios
- Development of the Corridor System Management Plan

10. 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.

11. What is the adoption process for the CSMP?

One of the first steps in the development of the CSMP was to adopt a Charter which was signed by the four core project partners involved in the 101 CSMP project, Caltrans Districts 5 and 7, VCTC, and SBCAG. The two transportation agencies will be utilizing whatever their normal process is for adoption and Caltrans will take the document to their respective District Directors for their signatures.

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 maintained by SBCAG and VCTC should be capable of reflecting the traffic impacts of new development. If there are concerns about particular types of development that are not modeled accurately by the county models, this issue can be addressed by the Modeling Technical Subcommittee.

13. How will the CSMP serve future land use developments?

The CSMP will strengthen the connection between land use decisions and transportation planning. It will provide a comprehensive plan that incorporates state, regional, and local planning efforts, and better serve decision makers when

making land use choices. This will reduce confusion and provide a source of information to help bring together these efforts.

14. 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