

**CALIFORNIA  
TRANSPORTATION  
PLAN**  **2025**

APPENDICES

APRIL 2006

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# APPENDIX I

## LEGAL REQUIREMENTS AND REGULATIONS

The following are the federal and State statutory requirements for developing and updating a comprehensive state long-range transportation plan:

### FEDERAL STATUTES

- The requirements for the development of a comprehensive state long-range transportation plan are contained in United States Code, Title 23, Section 135.
- The Intermodal Surface Transportation Efficiency Act (ISTEA) first required states to develop a long-range transportation plan in 1991. The requirement was reaffirmed in the 1998 Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).
- Under federal law, the state long-range transportation plan shall provide for the development and implementation of the intermodal transportation system of the state.
- The state plan shall be developed in cooperation with the state’s metropolitan planning organizations, and in consultation with affected local transportation officials, Native American Tribal Governments, and other interested parties. It shall also be coordinated with the development of the transportation portion of the State Implementation Plan as required by the Clean Air Act.
- The plan must have a minimum 20-year forecast horizon. The plan must be developed as part of a planning process that addresses at least seven broad areas for the movement of people and freight including:
  - Mobility and accessibility;
  - Integration and connectivity;
  - Efficient system management and operation;
  - Existing system preservation;
  - Safety and security;
  - Economic development (including productivity and efficiency); and
  - Environmental protection and quality of life.

### STATE STATUTORY AUTHORITY

- Government Code Section 65070, et seq., requires the California Department of Transportation (Department) develop a California Transportation Plan (CTP).
- Government Code Section 65072 requires the plan to include:
  - (a) a policy element that describes the State’s transportation policies and system performance objectives.

- (b) a strategies element that shall incorporate the broad system concepts and strategies synthesized from the adopted regional transportation plans. The CTP shall not be project-specific.
- (c) a recommendations element that includes economic forecasts and recommendations to achieve concepts, strategies, and performance objectives.
- Government Code Section 14000 further defines the State plan and the Department’s role.
  - (b) “...regional and local expressions of transportation goals, objectives, and policies which reflect the unique characteristics and aspirations of various areas of the State shall be recognized in transportation planning tempered, however, by consideration of wide interests.”
  - (d) “The responsibilities for decision making for California’s transportation systems are highly fragmented. This has hampered effective integration of transportation planning and intermodal coordination. A comprehensive multimodal transportation planning process should be established which involves all levels of government and the private sector in a cooperative process to develop coordinated transportation plans.”

# APPENDIX II

## CALIFORNIA TRANSPORTATION PLAN GUIDELINES TEAM

The California Department of Transportation (Department) formed a California Transportation Plan Guidelines Team in May 2000 to create guidelines that would lead to the successful development of a California Transportation Plan (CTP) and an accompanying public participation program. The guidelines became the first step in developing an ongoing and iterative process that guided the development of the CTP and future updates. They also define the CTP's review and comment process, evaluation process, and public involvement.

The Team was comprised of representatives from regional transportation agencies, the Business, Transportation and Housing Agency, the Governor's Office of Planning and Research, the California Transportation Commission, the Federal Highway Administration, the Local Government Commission, the Surface Transportation Policy Program, and selected programs within the Department.

The draft guidelines elements and public participation program were distributed to over 250 organizations and individuals for review and comment. The comments received were incorporated into the final draft in accordance with the Guidelines Team's direction. The final guidelines elements were released in May 2001.

Guidelines Team members included:

**Charles Fields**, Executive Director  
Amador County Transportation Commission

**John Ferrera**, Assistant Secretary for Transportation  
Business, Transportation and Housing Agency

**Gary Dickson**, Chair  
California Association of Councils of Government

**Pete Hathaway**, Chief Deputy Director  
California Transportation Commission

**Charles Oldham**, Deputy Director  
California Transportation Commission

**Wade Hobbs**  
Federal Highway Administration

**Terry Roberts**, Chief  
State Clearinghouse Governor's Office  
of Planning and Research

**Judith Corbett**, Executive Director  
Local Government Commission

**Trinh Nguyen**, Northern California Campaign Manager  
Surface Transportation Policy Project

### **California Department of Transportation Members**

**Brian Smith**, Deputy Director  
Planning and Modal Programs

**Joan Sollenberger**, Chief  
Division of Transportation Planning

**Cindy Adams**  
Division of Environmental Analysis

**Katie Benouar**  
Division of New Technology and Research

**Christopher Curtiss**  
Transportation Planning, District 4

**Gale McIntyre**  
Division of Mass Transportation

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# APPENDIX III

## CALIFORNIA TRANSPORTATION FUTURES SYMPOSIUMS AND CONFERENCES

The California Department of Transportation (Department) sponsored a three-event program to explore transportation issues, solutions, and policy. The events were coordinated and facilitated by the University of California, Public Policy Extension Program. The programs were designed to provide guidance to the development of the California Transportation Plan (CTP), identify forces shaping California’s mobility, and to explore potential solutions.

*Symposium on Forces Shaping Mobility Strategies* was held on November 30 and December 1, 2000, in Sacramento. This event gathered transportation experts on relevant trends, such as:

- California’s population and demographics
- Transportation options and needs of an aging population
- Changing characteristics of immigrant populations and transportation
- Economic trends, transformations, and transportation
- Technological innovations in transportation
- Strategies for addressing sustainability in the context of transportation planning
- Financing transportation in California
  - Alternative financing mechanisms
  - Policy context for gaining adoption of transportation finance plans and policies

Participants included:

**Arthur Bauer**

Arthur Bauer and Associates  
Californians for Better Transportation

**Dan Beal**, Manager

Public Policy and Program  
Automobile Club of Southern California

**Jeffrey Brown**

UCLA Institute of Transportation Studies

**Laura Cohen**, Director

State Policy  
Rails to Trails Conservancy

**Patrick Conroy**, Manager

Advanced Transportation Management and  
Information Systems Program, California  
Partnership for Advanced Transit and Highways

**Maria Contreras-Sweet**, Secretary

California Business, Transportation  
and Housing Agency

**James Corless**, California Director

Surface Transportation Policy Project

**Gene Crumley**, Manager

Director of Business Management and Corporate  
Education, UC Davis, University Extension

**Dana Curry**, Director

Transportation and Resources  
California Legislative Analyst’s Office

**Larry Dahms**, Executive Director

Metropolitan Transportation Commission

**Elizabeth Deakin**, Director

University of California Transportation Center

**Karen Douglas**, Office of Special Projects  
California Highway Patrol

**Phil Dow**, Executive Director  
Mendocino County Organization of Governments

**John Ferrera**, Assistant Secretary for Transportation  
California Business, Transportation and  
Housing Agency

**Charles Field**, Executive Director  
Amador County Transportation Commission

**Joanne Freilich**, Program Director  
UCLA Extension, Public Policy Program

**Jonathan Gifford**, Associate Professor  
Public Management and Policy  
George Mason University

**Laura Gipson**, Interim Deputy Director  
Operations and Maintenance  
Sacramento International Airport

**Genevieve Giuliano**, Professor  
University of Southern California

**John Glover**, Director  
Office of Strategic and Policy Planning  
Port of Oakland

**Jim Gosnell**, Director  
Planning and Policy  
Southern California Association of Governments

**LeRoy Graymer**, Founding Director  
UCLA Extension, Public Policy Program

**Pete Hathaway**, Chief Deputy Director  
California Transportation Commission

**Douglas Jackson**, Senior Program Assistant  
Great Valley Center

**Hans Johnson**, Research Fellow  
Public Policy Institute of California

**Norm King**, Executive Director  
San Bernardino Associated Governments

**Daniel Kirshner**, Senior Economic Analyst  
Environmental Defense Fund

**Stephen Levy**, Director and Senior Economist  
Center for the Continuing Study  
of the California Economy

**Jeff Loux**, Program Director  
Land Use and Natural Resources Program  
University of California, Davis

**Richard Lyon**, Senior Legislative Advocate  
California Industry Building Association

**Lawrence Magid**, Deputy Secretary  
California Business, Transportation  
and Housing Agency

**Michael Meyer**, Professor and Chair  
Georgia Institute of Technology  
School of Civil and Environmental Engineering

**Dean Misczynski**, Director  
California Research Bureau

**Jeff Morales**, Director  
California Department of Transportation

**Stan Randolph**, Transportation Planning Consultant  
California Trucking Association

**Michael Ritchie**, Division Administrator  
Federal Highway Administration

**Sandra Rosenbloom**, Director  
University of Arizona  
Drachman Institute For Land  
and Regional Development

**Rusty Selix**, Executive Director  
California Association of Councils of Government

**Brian Smith**, Deputy Director  
Planning and Modal Programs  
California Department of Transportation

**Joan Sollenberger**, Chief  
Division of Transportation Planning  
California Department of Transportation

**Brian Taylor**, Assistant Professor, Urban Planning  
Associate Director, Institute of Transportation  
Studies, UCLA School of Public Policy

**Emily Tibbot**, Government Relations Advisor  
The Nature Conservancy

**Martin Tuttle**, Executive Director  
Sacramento Area Council of Governments

**Martin Wachs**, Director  
Institute of Transportation Studies  
University of California, Berkeley

**Mel Webber**, Professor Emeritus  
University of California, Berkeley

**Linda Wheaton**  
California Department of Housing  
and Community Development

The California Transportation Futures Conference was held on June 21 and 22, 2001, at Universal City. The conference explored strategies to address California's future transportation challenges. Over 200 attendees had an opportunity to gain insight from and respond to national transportation experts. Caltrans sponsored scholarship and subsidized transportation costs for high school students and representatives from non-profit and community-based organizations to participate in the event.

Issues addressed included:

- Economic change in California
  - Impacts on transportation
  - Getting goods to market
- Provision of transportation services to diverse populations
  - Equity issues in transportation policy
  - Transportation planning and the aging in California
  - Working far from home:  
Transportation and welfare reform in the ten big states
  - The California Savings and Asset Project
  - Reconsidering social equity in public transportation
- Sustainability strategies for protecting natural resources while enhancing and maintaining mobility
  - Protecting quality of life through policy harmonization and incentives
  - San Joaquin County Multi-Species Habitat Conservation and Open Space Plan
- Development and maintenance of high performance transportation systems
  - New operations management
  - Performance measurement and progress in transportation
- Future financing of California's transportation systems
  - Strategies for financing transportation in California

The third event was a two-day policy advisory retreat held at Cal Poly Pomona University on November 15 and 16, 2001. The purpose of this meeting was to gain input from California's policy leaders and key stakeholders on the draft policy concepts contained in the CTP. The concepts were prepared based on a six-month public participation and outreach effort (**Appendix IV**). During this period, numerous workshops and meetings were conducted throughout the State to gain broad-based input on the vision, goals, and strategies designed to sustain California's economy and environment, and to equitably address the transportation needs of a growing and increasingly diverse population.

## Participants included:

**Robert Arnold**, Senior Economist  
Center for Continuing Study of the  
California Economy

**DeAnn Baker**, Legislative Representative  
California Association of Counties

**Arthur Bauer**, Principal  
Arthur Bauer & Associates

**Dan Beal**, Manager  
Public Policy and Programs  
Automobile Club of Southern California

**Robert Cervero**, Professor  
University of California, Berkeley

**Cathy Creswell**, Deputy Director  
California Department of Housing  
and Community Development

**John Ferrera**, Assistant Secretary for Transportation  
California Business, Transportation  
and Housing Agency

**Natasha Fooman**, Legislative Representative  
League of California Cities

**Genevieve Giuliano**, Professor  
Department of Policy, Planning and Development  
University of Southern California

**LeRoy Graymer**, Founding Director  
UCLA Extension Public Policy Program

**Greg Greenwood**, Science Advisory  
The Resources Agency

**Randolph Hall**, Professor  
University of Southern California

**Trixie Johnson**, Research Director  
Mineta Transportation Institute

**John Keller**, Senior Planner  
California Highway Patrol

**Jeff Morales**, Director  
California Department of Transportation

**Terry Roberts**, Director  
State Clearinghouse  
Governor's Office of Planning and Research

**Charles Oldham**, Deputy Director  
California Transportation Commission

**Robert Poole**, Director  
Transportation Studies  
Reason Public Policy Institute

**Kenneth Ryan**, Chair  
Transportation Issues  
Sierra Club of California

**Timothy Schott**, Association Secretary  
California Association of Port Authorities

**Rusty Selix**, Executive Director  
California Association of Councils of Government

**Brian Smith**, Deputy Director of Planning  
and Modal Programs  
California Department of Transportation

**Joan Sollenberger**, Chief  
Division of Transportation Planning  
California Department of Transportation

**Brian Taylor**, Associate Professor  
Department of Urban Planning  
UCLA, School of Public Policy and Social Research

**Marty Wachs**, Director  
Institute of Transportation Studies  
University of California, Berkeley

**Jeff Weir**, Air Pollution Specialist  
Air Resources Board

**Rick Wilson**, Professor  
Department of Urban and Regional Planning  
Cal Poly Pomona

**Paul Zykofsky**, Director Land Use  
Local Government Commission

# APPENDIX IV

## PUBLIC PARTICIPATION PROGRAM

### DEVELOPMENT AND PURPOSE

As a State entity, the California Department of Transportation (Department) is required to adhere to federal and State statutes that help to ensure broad and diverse public participation. Beyond the legal requirements, the Department is committed to ensuring that the many voices of our State are given opportunities to be heard during the development and updating of the California Transportation Plan (CTP).

In Spring 2001, the Department initiated a public participation program to solicit transportation system stakeholders' and users' comments and concerns prior to drafting the CTP. In Spring 2002, the Department distributed the draft CTP for review, and solicited comments through public hearings, meetings, interviews, electronic mail, and postal mail. The following describes the pre-draft public participation program.

Preparation for an aggressive public participation effort included researching federal requirements, reviewing other agencies' and other states' public participation programs and establishing a multi-discipline team charged with developing guidelines for the CTP and its supporting public participation program. Additionally, the Department formed a customer survey team and contracted with a private consultant to develop and execute an effective customer survey.

These efforts resulted in a successful CTP public participation program that was broad, diverse, cooperative, inclusive, and informative and were comprised of the following components:

#### A. Federal Title VI Information

The Code of Federal Regulations, Federal Title VI, requires states to conduct broad and diverse outreach, with an emphasis on traditionally underserved groups. Attendance at state public meetings must be documented and is subject to audits by federal and state Title VI representatives. The Department developed a Title VI information card to collect voluntary information regarding the participants' gender, age, ethnicity, income, first and second language, disability, and zip code. Participants were also asked if they represented a low-income, minority, or persons with disabilities organization. This information was stored in a database and is available for reports when needed.

#### B. Customer Survey

The CTP customer survey was comprised of two elements: 1) a series of focus groups, and 2) a random statewide telephone survey.

### ***Focus Groups***

The series of partner and customer focus groups perhaps provided the most productive public participation effort out of the many techniques used to develop the CTP. Specific focus groups were established by public agency affiliation, ethnicity, income, mode of travel, age group, traveling conditions, and other specific categories.

Participants in the transportation customer focus groups were provided financial incentives to participate, and compensation for a meal, daycare, and transportation to the sessions. In addition, the sessions for transportation customers were generally held in the evenings to accommodate work or school schedules.

A total of 54 completed focus group sessions, with 10 to 15 participants each, were held throughout the State, in urban and rural settings. Recruitment was done at random, generally in neighborhoods close to the facility site. In addition to English, focus groups were conducted in Spanish and Asian languages.

A professional consultant facilitated all focus group sessions. A series of general transportation topics, used for each focus group session, were explored to test participants for reaction and opinions. Focus group input was categorized into themes, prioritized, and used to develop questions for the telephone survey. The participants expressed the following top four concerns or issues:

- Traffic congestion will worsen over the next 20 years.
- Land use decisions affect transportation.
- The transportation system lacks modal connectivity.
- Better coordination is needed in transportation planning among federal, State, and local levels.

### ***Telephone Survey***

The Department conducted a statewide customer telephone survey to enable quantifiable analysis of the focus group themes. To conduct regional survey analysis, the Department divided the State into eight geographically unique areas:

- Region 1: Eastern California (the Sierras, deserts)
- Region 2: North Valley (Lassen, Quincy)
- Region 3: Sacramento/Stockton Area
- Region 4: San Joaquin Valley (Fresno, Bakersfield)
- Region 5: San Francisco Bay Area
- Region 6: California Coast (San Luis Obispo, Eureka)

- Region 7: Los Angeles Basin
- Region 8: San Diego Area

To ensure equal input 400 surveys were completed in each region, for a total of 3,200 completed surveys statewide. Calls were placed at random to residences in each region. If the first attempt at response was unsuccessful, additional calls were made to the same residence at different times of the day to ensure adequate opportunities to respond. On-call translation services were available in the event that English was not the respondents’ primary language.

As with the focus group results, the telephone survey responses were compiled and tabulated. The table below lists key findings received from the majority of the residents surveyed and how those findings served to shape the goals identified in the CTP:

Survey Finding	CTP Goal
<b>Traffic congestion will be a major problem in the future; make systems connect better</b>	<i>Improve mobility and accessibility</i>
<b>Coordinated community planning is needed to help address poor land use.</b>	<i>Reflect community values</i>
<b>Road repair and maintenance will be a major problem in the future.</b>	<i>Preserve the transportation system</i>
<b>Feeling safe and secure while traveling is the highest priority.</b>	<i>Enhance public safety</i>

### C. CTP Regional Workshops

The first phase of public participation input into the CTP concluded with 24 CTP regional workshops. As with the customer survey focus groups, the CTP regional workshops were conducted throughout the State.

Regional transportation planning agencies and the Department district planning staff co-sponsored the regional workshops. The general format for the workshops allowed for smaller, multiple breakout sessions or town hall formats to discuss transportation issues of interest to the participants and their communities. Workshops were held during the day, evening hours, and on weekends, in regional transportation offices, business conference facilities, on college campuses, and at community centers.

The CTP regional workshops were well attended, with representatives from federal, State, and local governments, transportation advocacy and provider groups, business and demographic



group representatives, and system users. Generally, the input received on transportation issues from the CTP regional workshops substantiated the results received from the customer focus groups and telephone survey.

#### **D. Materials and Media**

The Department created a web page to inform the public about CTP activities, to provide a calendar of events, and to solicit input on the draft goals and strategies. This web page was translated into Spanish and made available in text format to reach out and accommodate the needs of our diverse customers.

The web page was directly linked to an e-mail address for anyone interested in sending comments regarding the CTP. Future products relating to the development of the CTP, such as newsletters, studies, and draft documents will be posted on this web page. The address for this page is: [www.dot.ca.gov/hq/tpp/index.htm](http://www.dot.ca.gov/hq/tpp/index.htm)

#### ***Brochure and Questionnaire***

The Department developed the introductory brochure, *Tell us... Where do we go from here?* The brochure included a detachable postage-paid questionnaire providing system users an opportunity to voice their opinion and to prioritize important transportation issues.

In addition to English, the brochure/questionnaire was available in Spanish, Chinese, and Vietnamese, and transcribed to Braille to allow for diverse participation. Over 22,000 copies were distributed during Summer 2001, at workshops, through database mail-outs, meetings, transit facilities, and newspaper mailings.

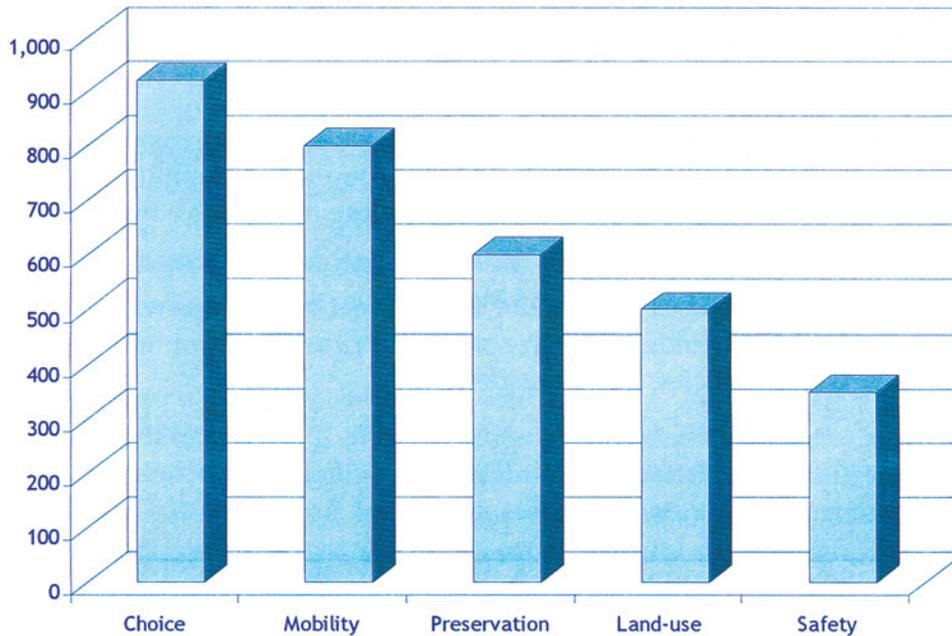
Department staff in District 5 (San Luis Obispo) partnered with Amtrak to provide a transportation information booth at the Mid-State Fair. Staff distributed over 500 brochures and questionnaires during the event.

#### ***Workshop Comment Card***

The Department' staff distributed return-addressed and postage-paid comment cards at workshops and meetings. Participants were encouraged to complete the card during the event or post them at a later date. They were also encouraged to take comment cards to share with friends and family. The comment card gave transportation system users an opportunity to submit their concerns and to provide contact information for inclusion in our CTP public participation database.

## FIGURE A-1

### Most Frequent Questionnaire and Comment Card Responses



The Department received over 1,100 comment cards and questionnaires expressing transportation users concerns and recommendations regarding the State’s transportation system. Respondents were asked to name their greatest areas of concerns. The top five are shown in **Figure A-1**.

### **Media**

The Department prepared news releases informing the public about upcoming CTP workshops, including dates, times, and locations. These news releases were widely distributed through newspaper ads, public notices, radio, and TV. Ethnic media such as *La Voz Latina*, *The Lang Magazine*, *Hispanic Business Journal*, KEST-AM Chinese World Radio, *Azteca News*, and others were also notified. Additionally, the Department’s staff participated in radio and newspaper interviews prior to and during the regional workshops.

### **CTP Public Participation Database**

The Department developed a database to capture contact information about customers and partners interested in the development of the CTP. The database was used to record comments received through brochure questionnaires, comment cards, e-mails, letters, and public events. The database helps answer the “who, what, when, where, and how” regarding public comments. The database contained nearly 4,000 contacts prior to the CTP public review and comment period, and expanded during this period.

## **E. Rural Cities and Surrounding Rural Area Issues**

The Department is committed to developing a plan that represents the views of all Californians, including those residing in the rural areas of our State. The importance placed on public participation from rural areas was demonstrated by:

- *CTP External Customer Survey Focus Groups* – held in Quincy, Eureka, Bakersfield, Marysville, Bishop, Red Bluff, Redding, and Victorville.
- *CTP External Customer Telephone Survey* – four of the eight telephone survey regions were predominately rural in composition. With 400 completed telephone surveys per region, each region had an equal voice in providing quantifiable input into the survey results.
- *CTP Regional Workshops* – 11 of the 22 CTP Regional Workshops were held in rural cities, allowing those residents the opportunity to provide input into the draft CTP goals, issues, policies, and strategies.
- *CTP commentary from rural regions* – approximately 25 percent of the comment cards, questionnaires, letters, and e-mails were submitted by residents in rural towns or surrounding rural areas.

The input received from public participation in rural areas was critical in shaping the CTP Rural Issues section.

## **F. Draft CTP Public Review and Comment**

In December 2002, the draft CTP was released for public review and comment, which concluded in mid-March. The Department developed a summary brochure entitled *Connecting Californians*, announcing the release of the draft CTP and informing stakeholders and the public on how they could obtain the complete document, participate in workshops, and submit comments. The brochure, including a questionnaire, was made available in English, Spanish, Chinese, Vietnamese and Braille, in large print, and on audio tape. It was mailed to nearly 6,000 people in the CTP database, posted online, and distributed at public meetings and in public locations including transit stations and libraries.

The questionnaire was designed to determine if the draft CTP reflected the public's concerns expressed during the early outreach efforts. It included an opportunity for the public to offer suggestions for improving the document and gathered demographic information.

The Department hosted seven regional workshops throughout the State to gather public comments on the draft CTP. The workshops were held in Redding, Oakland, Los Angeles, San Bernardino, Fresno, Sacramento, and San Diego. Each workshop included an open house session, where attendees were able to view informational exhibits and talk with project representatives; receive an overview of the draft CTP; and participate in a technology-based information gathering session. Attendees were given an additional opportunity to provide both written and verbal comments.

Before each workshop, notices were published in local newspapers announcing the time, date, location, and purpose. Copies of a fact sheet/workshop notice and the CTP brochure were sent to more than 6,000 interested parties. An extensive outreach campaign was launched to reach out to underrepresented minority populations in California. Targeted groups included Latino, Asian, Pacific Islander, Native American, and African American populations. Telephone calls, mailed invitations, news advisories, calendar notices, translated materials, and radio and print advertisements were all used to reach out to various community-based organizations (CBOs) and underrepresented populations. In addition to the regional workshops, representatives from the Department's district offices gave presentations at 102 local meetings. More than 3,000 people were reached, including senior citizens, business owners, minority groups, and other CBOs.

During the seven workshops, questions and answers were facilitated through an interactive technology polling system. The audience was asked 11 questions, to which they responded via an electronic polling system. Additionally, demographic information was also gathered using the electronic response system. After each question, the total audience response was tabulated, projected, and discussed. The discussion was facilitated to maintain a lively pace and to gain the participants' views on how the CTP could be improved.

### **Comments**

Comments received reflected the social, community, and geographic diversity of California. Occasionally, comments focused on a local issue, such as a specific on-ramp, sign, or transit route, and were referred to a local Department office or regional agency representative.

Overall, the draft CTP was favorably received and participants expressed that it was going in the right direction. Comments were supportive of the overall "balanced transportation" system concept and the recognition of transportation being a part of the fabric of California's environment, quality of life, and economic vitality. However, workshop attendees did not feel the draft CTP provided adequate guidance for future investments and felt the CTP should be more action-oriented. There was also concern that development of the CTP Action Element would not include the same level of public participation exhibited in the development of the draft CTP.

Once all comments were gathered, categorized, and summarized, they were presented to a Comment Advisory Committee (CAC) for guidance on how they should be incorporated into the CTP, or, where appropriate, referred to the Action Element. The CAC was comprised of representatives from the public and private sectors, including State, regional, and local agencies, advocacy groups, and transportation interests. The final CTP reflects the comments received on the draft and recommendations received from the CAC.

The CTP public outreach effort concluded with the distribution of a newsletter. The newsletter informed the public about the comments received and how they would be addressed, either by being incorporated into the CTP, or referred to the Action Element. Similar to **Connecting Californians**, the newsletter was made available in multiple languages and formats.

A complete report of the CTP public review and comment effort, including statistical details, is available on the CTP web page at: [www.dot.ca.gov/hq/tpp/index.htm](http://www.dot.ca.gov/hq/tpp/index.htm)

# APPENDIX V

## PLANNED PROJECTS

### 20-YEAR TRANSPORTATION PLANS

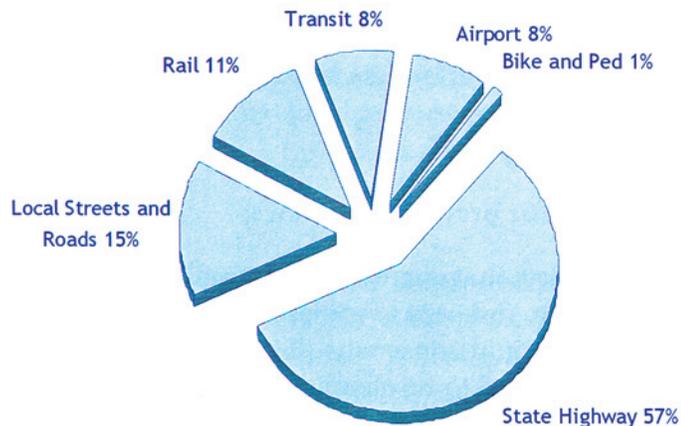
The California Transportation Investment System database (described in **Appendix VI**) includes planned projects taken from the Regional Transportation Plans approved as of January 2000 and projects from state-level system plans, including the Interregional Transportation Strategic Plan and California Aviation System Plan. Combined with project data from the 2000 State Transportation Investment Program (STIP) and State Highway Operation and Protection Program, just under \$70 billion in investment is planned for California’s transportation system within the next 20 years.

**Figure A-2** displays percentage of investment by project type. Fifty-seven percent of the investment is planned for the State highway system and, when combined with the local streets and roads projects, totals 72 percent of all investment targeted to California’s roadways.

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**FIGURE A-2**

Planned Transportation Investments in California - Total Investment: \$69,425,722,000



*Sources: Planned projects from CTIS v1.2 and programmed projects from CTIPS (April 2001).*

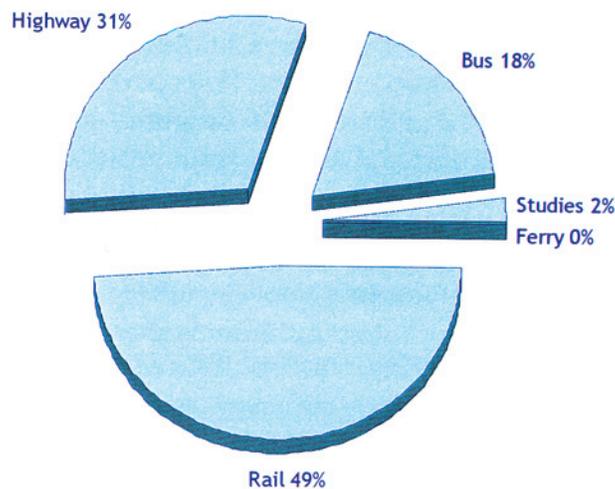
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## TRAFFIC CONGESTION RELIEF PROGRAM

In July 2000, Assembly Bill 2928 (Chapter 91 Statutes of 2000), implementing the Traffic Congestion Relief Plan (TCRP) was signed into law. The purpose of the TCRP is to relieve congestion, improve goods movement, and provide intermodal connectivity. As enacted, the TCRP provided \$5 billion in new funds to 141 high-priority projects and another \$1.4 billion for local streets and road maintenance, transit operations, and STIP projects over seven fiscal years (see Figure A-3). The 141 projects focus on the most congested corridors in the State and include highway, transit, and rail projects.

**FIGURE A-3**

TCRP Distribution of Capital and Planning Funds by Mode



*Source: Office of Traffic Congestion Relief Program Project Implementation and Delivery.*

Funds for the TCRP are from the State sales tax on gasoline that normally goes to the General Fund. These funds are not subject to State Constitution Article XIX restrictions, which limit the use of State fuel tax revenues and truck weight fees to the public roads and certain transit purposes.

The TCRP provided funding for projects as follows:

1. To “jump start” projects that lack funding. Funds provided enabled studies to begin and secure project consensus. Completion of studies, better scope definition, and

consensus obtained facilitated securing the remaining funding needed to implement each project.

2. To fully fund projects with partial financing. Full funding accelerated the implementation or construction of a project by making funding available earlier than it may have been otherwise. This included funding the design phase or providing funding to secure the needed right-of-way for a project.
3. To provide funds for projects that would be restricted by or difficult to pursue due to Article XIX. Because the sales tax on gasoline is not subject to the restrictions of Article XIX, TCRP funds are more flexible and therefore can be used for the purchase of buses and rolling stock.

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# APPENDIX VI

## ASSOCIATED EFFORTS

This appendix covers ongoing work relevant to developing the California Transportation Plan (CTP) and subsequent activities. The projects discussed below will provide transportation system, project, demand, and revenue data, and will provide a model to test financing strategies.

### CALIFORNIA TRANSPORTATION INVESTMENT SYSTEM

#### A. Geographic Information System Tool

##### *Background*

In December 1998, as a first step in initiating the update of the CTP, a team comprised of California Department of Transportation (Department) staff and regional partners identified the need to integrate existing long-range plans of both Caltrans and regional transportation planning agencies by creating a Geographic Information System (GIS) tool of the current and planned transportation system. The resulting product is a customized ESRI ArcView project co-developed by the Department's Office of State Planning and the Office of GIS Services Branch of the Division of Transportation System Information with input from both a policy and a technical advisory committee comprised of internal and external partners. In January 2001, the first official version (v1.1) of the California Transportation Investment System (CTIS) GIS tool was released, along with supporting documentation including a user's guide, data dictionary, and metadata. The tool was posted in May 2001 to the Department's website and made available to external agencies for downloading.

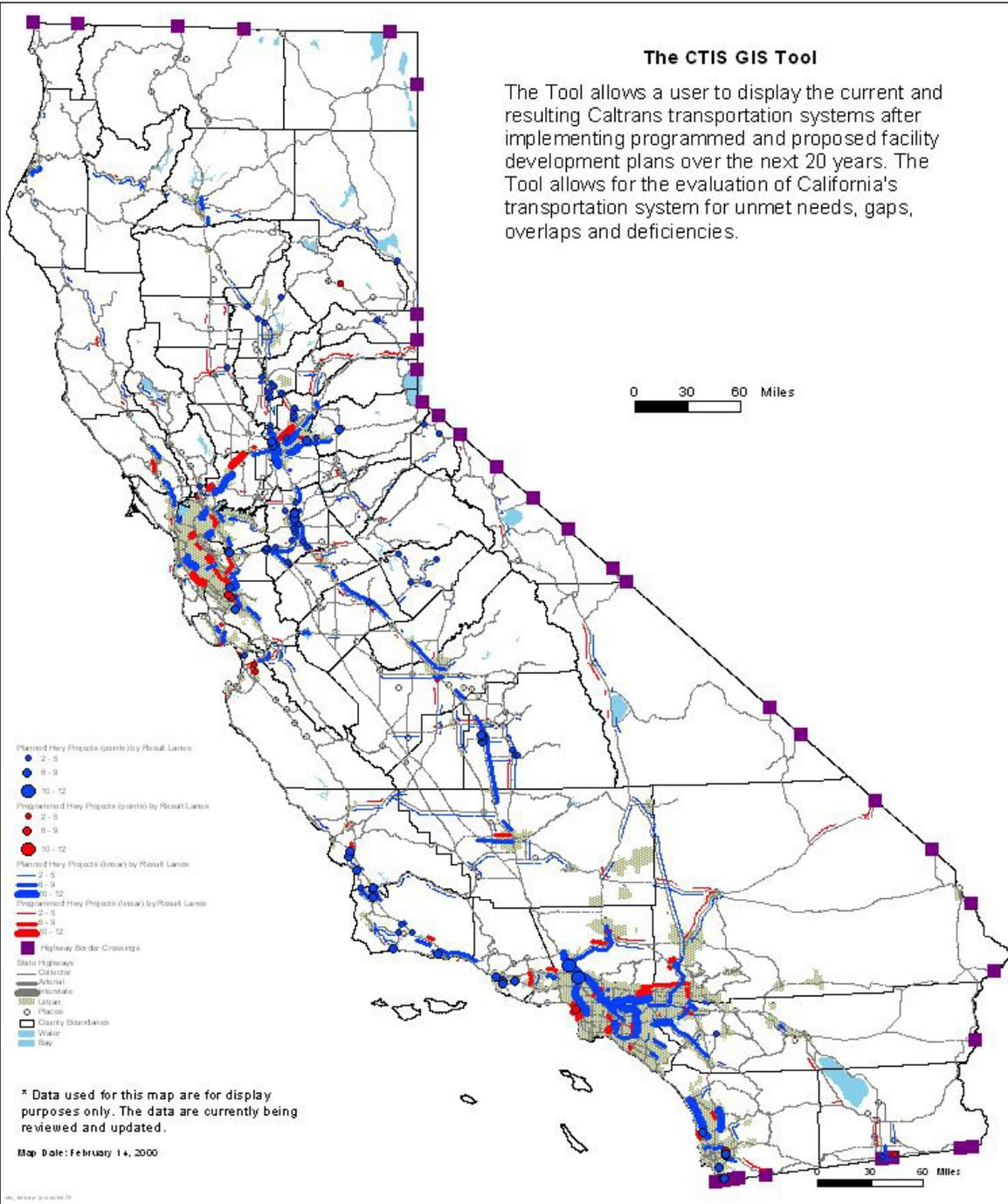
##### *Purpose*

The goal of the CTIS tool is to present a comprehensive map of transportation projects in progress (programmed) and planned in the next 20 or more years by the State and regional transportation planning partners on California's transportation system. The tool maps highway, local road, rail, and airport projects. Bicycle, pedestrian, and planning projects are also included, but are not mapped.

The CTIS tool provides a comprehensive statewide representation of existing system plans as input to the current CTP and subsequent updates. Using built-in functionality, users can view spatial data and perform basic analyses on transportation projects, such as total dollars to be invested on highway facilities by project purpose. This sketch level utility also serves as a communication tool, facilitating initial dialogues between agencies regarding what is planned in a given geographic area. CTIS is intended to improve decision-making by assisting the Department and regional planners in identifying and assessing gaps, overlaps, and inconsistencies in planned transportation projects, and opportunities for improved timing and coordination of projects.



## Existing and Planned Projects\*



### ***Project Status***

After the tool's release in January 2001, a statewide marketing campaign was launched to present the tool to internal staff and staff from partnering agencies. These presentations culminated in the formation of a workgroup, comprised of regional transportation planning agency representatives and staff from related divisions of the Department, to develop an update process and cycle for CTIS data, make recommendations to better integrate various project-related databases, and improve compatibility of GIS data and tools.

Many of the recommendations of this group have been implemented, the most significant of which was the recent creation of a centralized web-based database to collect and store project data for eventual migration to the GIS tool. The first of two complementary databases, the planned project database significantly streamlines the data collection process, minimizes data entry errors, and allows for continuous updates. Work has already begun on a second database to collect information on current programmed projects from the tool's other major data source, the Division of Programming's California Transportation Improvement Program System (CTIPS) database.

### ***Ultimate Vision***

The ultimate vision for the CTIS utility is a web-based tool that can be accessed from the internet without the need for GIS software and training. Owners of the project data would have the ability to update the tool's attribute (or descriptive) data and spatial (location) data, and even "map" the project with a simple "point and click." The tool would be dynamically linked to other Department databases, such as CTIPS, allowing users to access the most current information. The tool would spatially display all modes of projects, including bicycle, pedestrian, and transit projects that are currently only viewable in table format. Also, local roadway and rail projects, currently shown as a single point (at the main facility and cross street), would be displayed as a line for the full length of the project.

## **CALIFORNIA TRANSPORTATION PLAN TRENDS AND DEMOGRAPHIC STUDY**

The objectives for the California Transportation Plan Trends and Demographic Study were to identify trends and population changes that will affect California's transportation system, travel behavior, and the development of policies and strategies. The findings were based upon emerging social, economic, and business trends, and California's projected demographic composition and distribution as derived from the 2000 National Census. The results of the study will assist transportation planners and providers to develop strategies to address California's transportation needs in ten and twenty years (2015 and 2025). The project included issue papers, a final report, and a GIS tool to geographically display the projected population changes. The study was completed in Fall 2002.

University of California, Berkeley, Professor Elizabeth Deakin developed the background papers for the first phase of the study. The trends identified in these papers included increases in automobile usage and ownership, population growth, and an increasing

proportion of younger and older Californians. Other issues that were discussed in the papers are housing location, employment patterns, technological advances, freight transportation, and environmental considerations. Those issue papers may be found at: [www.dot.ca.gov/hq/tpp/offices/osp/ctp\\_status.htm](http://www.dot.ca.gov/hq/tpp/offices/osp/ctp_status.htm), under the link for “CTP Past Development Activities.”

Another research team — led by Professors Randall Crane and Abel Valenzuela from the University of California, Los Angeles (UCLA), Christopher Williamson from the Solimar Research Group, and University of Southern California Professor Dowell Myers — conducted a subsequent study. This second phase study involved examining population changes and analyzing transportation trends and issues that will impact California over the next 20 years.

The UCLA team prepared tract-level population projections for the years 2015 and 2025. These projections were generated using existing demographic data and the 1990 Census, in conjunction with demographic projections from the Department of Finance and metropolitan planning organizations. The population projections were then mapped using a GIS program.

Additionally, the research team examined supplemental data to enhance the knowledge of the relationships between race, ethnicity, transportation choices, and immigrant status. This included consideration of specific segments of the labor market such as domestic workers, day laborers, and migrant farm workers.

After the data was assembled, the research team formulated and calibrated a statewide travel demand model. The model considered population changes, travel behavior, and land use patterns to illustrate possible demand levels on California’s transportation system in 2025.

As a result of the study, the research team made the following recommendations to the State and Caltrans:

- Acknowledge and plan for inevitable large increases in traffic congestion. Given likely constraints in funding, focus on strategies that manage congestion wisely, such as congestion pricing.
- Be sensitive to the needs of the carless and transit-dependent, particularly in areas that will experience high amounts of auto demand. Such areas may be the appropriate recipients of any funds for Paratransit, auto ownership assistance, and vanpool programs.
- Provide State support for walking and biking infrastructure, since these modes have substantially higher shares of travel than transit, and will experience greater increases in demand.
- Target “smart growth” and transit development planning or funding in areas that anticipate high demand for walk/bike and transit modes. Carefully identify areas that will exceed population accessibility thresholds (for example, areas with more than 200,000 population within a five mile radius) as the best candidates.

The final report, *California Travel Trends and Demographics Study*, is available on the following web page at: [www.dot.ca.gov/hq/tpp/offices/osp/ctp\\_status.htm](http://www.dot.ca.gov/hq/tpp/offices/osp/ctp_status.htm)

### **THE 2000 - 2001 STATEWIDE TRAVEL SURVEY**

The Department maintains a statewide travel database that is used to estimate, model, and forecast travel throughout the State. The database is updated in conjunction with the national census. The Department worked with a consulting firm to update the statewide database of travel and household information, which is used to forecast and model travel patterns. The Statewide Travel Survey acquired travel and socioeconomic data on 17,000 California households, selected at random through a telephone survey.

The Statewide Travel Survey is an origin and destination study that provides transportation planners, analysts, and engineers with a comprehensive perspective of where trips start and end. This new travel information can be compared to the data collected in the 1991 Travel Survey to examine regional and statewide changes in trip rates per household and per vehicle; travel mode; trip length information; and vehicle occupancy rates.

The survey was conducted concurrently and cooperatively with the Southern California Association of Governments Regional Travel Survey, which is a similar 12,000-household survey. Interviews for the 2000-2001 Statewide Travel Survey were completed at the end of 2001, and the summary findings report was completed in early 2002.

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# APPENDIX VII

## CALIFORNIA COMMISSION ON BUILDING FOR THE 21<sup>ST</sup> CENTURY

### INVEST FOR CALIFORNIA - STRATEGIC PLANNING FOR CALIFORNIA'S FUTURE PROSPERITY AND QUALITY OF LIFE

In 1999, a 48-member Commission on Building for the 21<sup>st</sup> Century was established through an Executive Order. The Commission evaluated the eight building blocks of California's infrastructure, including educational facilities, energy, housing, land use, public facilities, technology, transportation, and water. It also identified the challenges of financing infrastructure and provided new options.

The California Transportation Plan (CTP) is consistent with the Commission's findings and recommendations for transportation. Additionally, the Commission's Transportation Committee developed the following set of criteria and performance measures for evaluating transportation proposals, geared toward improving project delivery and maximizing investments. The criteria are listed in alphabetical order.

**CONGESTION RELIEF:** The extent to which the project would reduce commute travel times and costs of delay in urban areas during the rush hour peaks.

**CONNECTIVITY:** The extent to which the facility bands and coordinates with other transportation facilities, various transportation modes, user needs (such as pick-up and drop-off points), non-transportation facilities, other regions of the State, and international and national trade routes.

**CONVENIENCE/COMFORT:** Factors include the ability of the traveler to get to the facility at the beginning of the trip and continue to travel (if necessary) after exiting the facility; enjoyability of the travel; comfort on the facility; noise; odors; protection from heat, cold, rain, etc.; ability to perform functions other than operating the vehicle during the trip, such as reading and using a computer, conversing, listening to music, watching television, and using the telephone; privacy, etc.

**COST:** The internal and external costs to the public for planning, designing, constructing, maintaining, operating, and using the facility. The present value of any future cost and whether other sources of funding could be obtained and leveraged to increase the overall investment.

**EFFICIENCY:** The effectiveness of the facility as measured by its use, such as cost per trip, time or speed per trip, cost per person or person-mile, cost/speed of goods movement, reliance on other facilities, etc.

**EVOLVING TECHNOLOGY:** The extent to which the facility can be enhanced and improved in the future if anticipated new technology is developed; the feasibility or probability of such technology being developed, the cost of developing or applying such technology, and the extent to which such technology will improve or add benefit to the facility.

**FLEXIBILITY:** The continued usefulness of the facility based on ability to adjust to changes in future transportation needs, destinations, modes, and facilities; environmental considerations; and, ability to move one or a number of people and goods.

**INDIVIDUAL MOBILITY:** The facility's ability, by itself or in coordination with other facilities, to enable the individual traveler to go where and when he/she wants, with or without luggage or equipment, including the ability to engage in side trips or multiple stops for varying lengths of time.

**LONGEVITY:** The extent to which an incremental capital, operational, or maintenance investment can extend the useful service life of a facility; forestall the need for its replacement and thus reduce future capital outlay costs and system degradation.

**POTENTIAL FUTURE DISRUPTION:** Sensitivity and susceptibility of the facility to labor stoppages, sabotage, earthquakes and other natural disasters, future fuel or material shortages, deterioration, maintenance problems and cost versus durability, etc.

**PROJECT DELIVERY:** The steps that would be required to implement the project from planning through post-construction operation, the feasibility or likelihood of ultimate implementation, and the elapsed time until the facility is usable.

**PUBLIC ACCEPTANCE:** The extent to which the public supports, accepts, is concerned about, or opposes the mode of transportation, the cost, the funding mechanism, or other factors.

**QUALITY OF LIFE IMPACTS:** The extent to which the facility adds to or reduces air and other pollution, its appearance, its contribution to improved or deteriorating quality of life, its contribution to economic growth and other opportunities.

**SAFETY:** Personal and vehicular safety in accessing the facility at the start of the trip and traveling on at the end of it; safety of the vehicle/facility from accidents and other hazards; and safety of the individual traveler while using the facility.

**SPEED/TRAVEL TIME:** The total time required for individuals to begin and end their trips, including waiting and travel time for connecting facilities. This should be compared to the total travel time if the facility is not constructed and/or if another alternative facility were implemented. Total trip time, not just time spent on the proposed facility, should be evaluated.

**USE OF EXISTING CAPACITY:** The extent to which the facility adds to or enhances existing facilities and increases the usage of underutilized facilities.

# APPENDIX VIII

## GLOBAL GATEWAYS DEVELOPMENT PROGRAM SUMMARY

The Global Gateways Development Program is a reflection of stakeholder perspectives on the urgency and options to facilitate the movement of goods in California. The report suggests that goods movement is an economic and transportation priority and calls for actions to enhance the capacity and improve the efficiency of California's global goods movement system.

The plan focuses on facilities that deal with the highest freight volumes and transportation challenges including: international airports, seaports, trade corridors, border crossings, major intermodal transfer facilities, and goods movement distribution centers. A major objective of this program is to identify goods movement projects with the greatest transportation, economic, community and environmental benefits that would be targets for State, federal, regional, local, and private funding.

The program is designed to generate discussion among policy makers, the transportation industry, and the public so that the State's most pressing transportation and community livability problems can be solved.

### THE BENEFITS

The program's potential benefits are substantial. More than one in seven jobs in California are tied to trade and international trade. By reducing congestion and delay, the program will provide California's businesses, carriers, and shippers reliable access to international and domestic markets. The bottom-line will be lower transportation and inventory costs, enhanced productivity, profits, growth, and competitiveness. The consumer will also benefit from lower product costs, reduced congestion, improved safety, and greater community livability.

Not only will Californians benefit from the program, but its impacts will also be felt nationally. California's global gateways, such as the ports of Los Angeles, Long Beach, and Oakland, international airports at Los Angeles, San Francisco, and Oakland, and its trade corridor highways, rail lines, and border crossings, represent the largest trade transportation complex in the United States. The nation relies heavily on this system, particularly for access to the Pacific Rim. Millions of jobs nationwide rely on California's transportation system.

## FIGURE A-4

### Total Combined Truck Flows



*Source: Freight Analysis Framework, State Profile-California, November 2002, Federal Highway Administration (FHWA), Office of Freight Management and Operations.*

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## THE CHALLENGES

The goods movement challenge is both substantial and immediate. Congestion and delays are mounting. The development of the State's gateway facilities and freight transportation infrastructure has not kept pace with the economic and trade growth. As a result, congestion, delays, accidents, and freight transportation costs have increased. Port container traffic and air cargo volumes are expected to triple by 2020, while overall goods movement volume is projected to jump 56 percent from 1996 to 2016. If the growing demand is not addressed, it could have dire impacts on the State's ability to remain competitive economically and drastically hurt California's ability to create new jobs and retain existing businesses. By bringing together the public and private sectors in a collaborative approach that reflects shared goals and understandings, the Global Gateways Development Program can serve as a focal point for statewide coalition building.

## GATEWAY IMPROVEMENT NEEDS

Among California's top priority in global gateway issues are six ports (Long Beach, Los Angeles, Oakland, Hueneme, Sacramento, and Stockton), five international airports (Los Angeles, San Francisco, Oakland, Ontario, and San Diego), and two border crossings (Otay Mesa and Calexico). Key international trade corridors identified include eight interstates, as well as substantial

portions of seven others. Also identified are four U.S./State Routes and sections of eleven others, as well as the main lines of the Burlington Northern Santa Fe Railway and the Union Pacific Railroad. These support the key gateways in the origin and receipt of international trade, including the Los Angeles, San Francisco, Central Valley, and California/Mexico International Border regions (see **“Priority Regions and Corridors in California”** map).

For international airports, truck access is also a critical problem. Urbanization, ground-access limitations, air quality restrictions, and local opposition hinder expansion of California’s largest airports. Both major railroads face capacity, environmental, and community-related problems. On California’s highways, congestion is becoming a major challenge for commuters and truck drivers alike. The system must be maintained and expanded, and its operational efficiency must be improved, if these congestion problems are to be mitigated.

## FUNDING

Most stakeholders believe that funding to improve California’s gateways and goods movement system will need to come from both innovative public-private partnerships, and modifications of existing State and federal programs. California provides ongoing funding through the State Transportation Improvement Program, the State Highway Operation and Protection Program, and the California Aid to Airports Program. Existing innovative financing programs such as the Traffic Congestion Relief Program, the State Highway Account, Grant Anticipation Revenue Vehicles, the Transportation Finance Bank, and the California Infrastructure and Economic Development Bank need to be modified to be fruitful funding sources. Increases in regional participation in the funding of major goods movement projects must also occur.

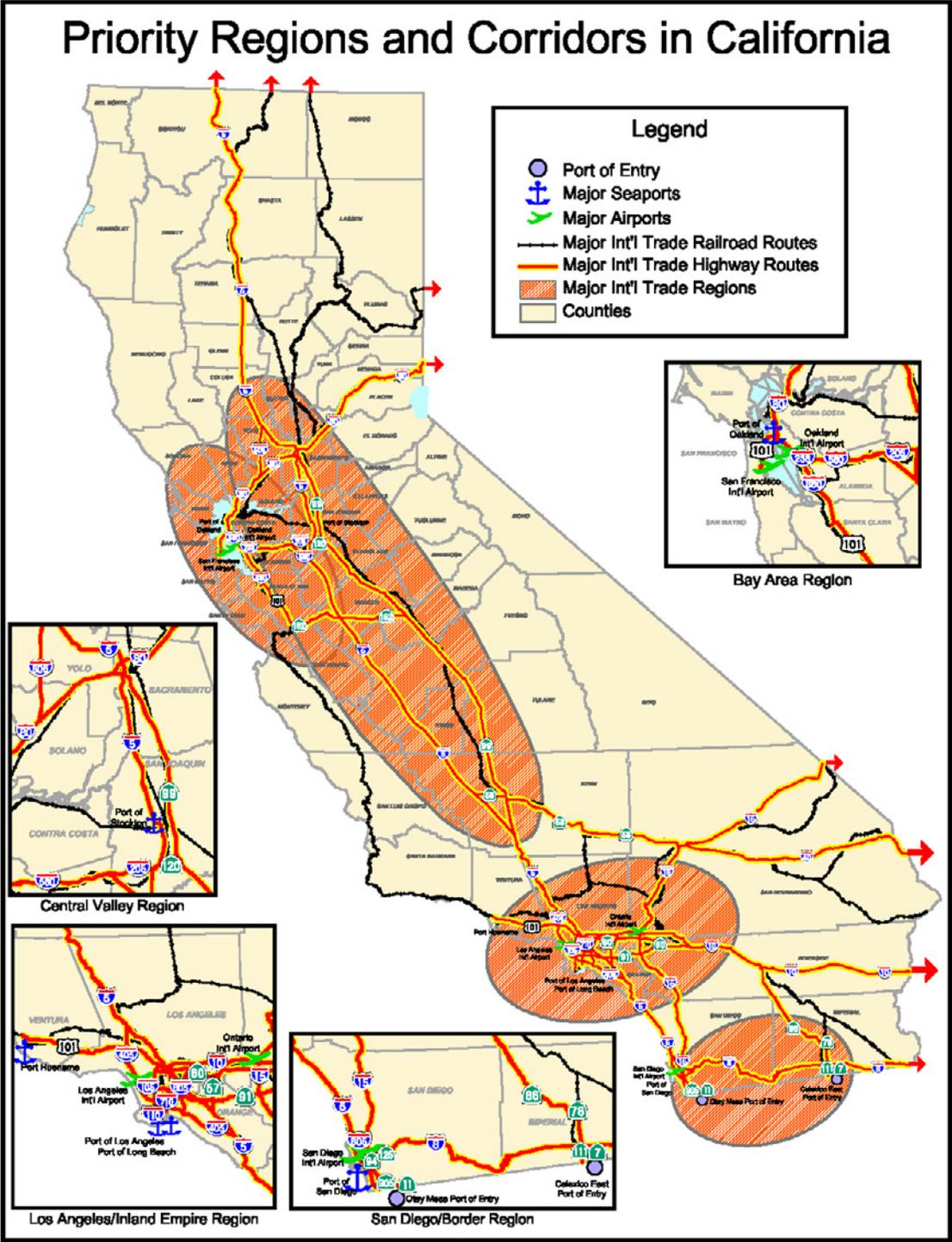
The federal government, through the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), provides funding which can be used for goods movement. However, in practice, only limited amounts of these funds have been used specifically for goods movement projects. Federal programs often feature restrictive eligibility requirements, rules, and other limitations.

## STAKEHOLDER OPTIONS FOR GOODS MOVEMENT IMPROVEMENTS

The stakeholders offered the following options for policy makers to consider to improve the flow of goods movement through California’s gateways:

- The State, regional transportation planning agencies, and other local agencies should take an aggressive role in planning, funding, developing, operating, and maintaining critical public portions of the goods movement transportation system.
- The State should also take the lead in securing federal cooperation in meeting California’s goods movement needs. During the TEA-21 reauthorization process in 2003, the State should seek a stronger goods movement emphasis and greater funding flexibility in the use of traditional federal transportation funding programs.

- The State should actively pursue improving the operating efficiency of the State’s major gateways. California should actively pursue the implementation of Intelligent Transportation System applications and should work as a leader, negotiator, broker, and partner to bring about other efficiency improvements.
- The State should provide greater flexibility in the use of State funds.



# APPENDIX IX

## REGIONAL TRANSPORTATION PLANS

Regional transportation planning agencies (RTPAs) are responsible for developing and adopting a 20-year regional transportation plan every three years in urban areas, and every four years in non-urban. There are 44 designated RTPAs in California (see **“California Metropolitan Planning Organizations and Regional Transportation Planning Agencies”** map). Eighteen of these are federally recognized and funded metropolitan transportation organizations (MPOs) with urbanized areas with population in excess of 50,000. The non-urban RTPAs are funded primarily with State funds.

Regional transportation plans (RTPs) are required by California Government Code Section 65080 et seq., and United States Code, Title 23, Sections 134 and 135 et seq. As per State law, each RTPA shall prepare and adopt an RTP directed at achieving a coordinated and balanced regional transportation system, including, but not limited to, mass transportation, highway, railroad, maritime, bicycle, pedestrian, goods movement, and aviation facilities and services. Additionally, the RTP shall be action-oriented and pragmatic, considering both the short-term and long-term time periods.

The RTP Guidelines adopted by the California Transportation Commission states that there should be consistency among the California Transportation Plan (CTP), the RTP and other transportation plans developed by cities, counties, districts, private organizations, tribal governments, and State and federal agencies.

Unlike the CTP, the RTPs identify projects. The California Transportation Commission cannot program projects that are not consistent with an adopted RTP.

Air quality is a major consideration in the development of RTPs. Federal legislation requires that the RTP conform to the State Implementation Plan. Conformity is demonstrated by meeting the emissions levels where they apply, to meeting other emissions tests as they apply and by implementing transportation control measures as required by the State Implementation Plan.

Additionally, the MPOs shall provide an analysis of and consider the likely social and environmental effects upon: housing, employment, community development, land use, central city development goals, and other planning issues.

# CALIFORNIA

## METROPOLITAN PLANNING ORGANIZATIONS (MPOs) and Regional Transportation Planning Agencies (RTPAs)



## REGIONAL TRANSPORTATION PLANS NEXUS WITH CALIFORNIA TRANSPORTATION PLAN

The goals and objectives identified in the RTPs are comparable to those included in the CTP. In **Table A-1**, the bullets indicate the CTP goals that are included in the related RTP for each region. Mobility and Accessibility was the most commonly identified regional goal, followed closely by Public Safety and Security. Several of the RTPs addressed many of the CTP goals within one broad goal such as, “Promote and maintain the environment, economy, and the transportation system.”

**TABLE A-1**

Correlations Between the CTP and the RTPs

Regions	RTPs	Mobility & Accessibility	Preserve the System	Economy	Public Safety & Security	Community Values	Environment
Major Metropolitan	MTC	•	•	•	•	•	•
	SACOG	•	•	•	•		•
	SANDAG	•			•	•	
	SCAG	•	•	•	•	•	•
Central Valley	Fresno	•	•	•	•		•
	Kern	•		•	•	•	•
	Kings	•	•	•	•	•	•
	Madera	•	•	•	•	•	•
	Merced	•			•		•
	San Joaquin	•	•		•	•	•
	Stanislaus	•	•	•	•	•	•
	Tulare	•	•	•	•	•	•
Central Coast	Monterey	•	•		•	•	•
	San Benito	•	•	•	•	•	•
	Santa Barbara	•		•	•	•	•
	Santa Cruz	•	•	•		•	•
	SLO	•	•	•	•	•	•
Sierra Nevada (continued next page)	Alpine	•		•	•	•	•
	Amador	•			•	•	
	Calaveras	•	•	•	•		•
	El Dorado	•	•	•	•	•	•
	Inyo	•	•	•	•		•
	Mariposa	•			•		•
	Mono	•	•	•	•	•	•

Regions	RTPs	Mobility & Accessibility	Preserve the System	Economy	Public Safety & Security	Community Values	Environment
Sierra Nevada (continued from previous page)	Nevada	•		•	•	•	
	Placer	•		•	•	•	•
	Sierra	•	•		•	•	
	Tahoe				•	•	
	Tuolumne	•	•	•	•	•	•
Northern Rural	Butte	•			•	•	•
	Colusa	•	•	•	•	•	•
	Glenn	•	•	•	•	•	
	Lassen	•	•	•	•	•	
	Modoc	•	•	•	•	•	•
	Plumas	•	•	•	•	•	•
	Shasta	•			•	•	•
	Siskiyou	•		•			•
	Tehama	•	•	•	•		
Trinity	•	•	•	•	•	•	
North Coast	Del Norte	•	•			•	•
	Humboldt	•	•	•	•	•	•
	Lake	•		•		•	•
	Mendocino	•	•	•	•	•	•

# APPENDIX X

## BIRTH OF A PROJECT

### (OR, FROM PLANNING TO CONSTRUCTION: HOW A PROJECT IS REALIZED)

During the initial public outreach and the public review and comment period, there was considerable curiosity about how a project is planned, programmed, and constructed. Participants wanted to know who makes the decisions; where the money comes from; and why it takes so long to build a project. The following simplified explanation is provided to illuminate what can be a very complex and lengthy process.

These are the key players and their roles and responsibilities.

Who	What
<p><b>Legislature</b></p>	<ul style="list-style-type: none"> <li>■ Establishes overall transportation policies, revenue sources, and expenditure priorities.</li> <li>■ Appropriates lump sum for capital improvements.</li> <li>■ Delegates the authority to select specific projects to Caltrans, regional and local agencies, and the California Transportation Commission.</li> </ul>
<p><b>California Department of Transportation (Department)</b></p>	<ul style="list-style-type: none"> <li>■ Owns, operates, maintains, and repairs the State highway system.</li> <li>■ Plans and designs all capital improvement projects on the State highway system.</li> <li>■ Selects projects for the Interregional Transportation Improvement Program (ITIP) in the four-year State Transportation Improvement Program (STIP).</li> </ul>
<p><b>California Transportation Commission (CTC)</b></p>	<ul style="list-style-type: none"> <li>■ Comprised of nine members appointed by the Governor.</li> <li>■ Recommends policy and funding priorities to the Legislature</li> <li>■ Adopts estimates prepared by the Department of available transportation funds for capital projects.</li> <li>■ Reviews and adopts STIP and State Highway Operation and Protection Program (SHOPP).</li> <li>■ Allocates State and federal funds to projects.</li> </ul>

(Continued from previous page)

<b>Who</b>	<b>What</b>
<b>Regional Transportation Planning Agency (RTPA)</b>	<ul style="list-style-type: none"><li>■ Administers State funds and allocates federal and local funds to projects.</li><li>■ Selects projects for the Regional Transportation Improvement Program (RTIP) in the STIP.</li><li>■ Adopts a Regional Transportation Plan (RTP) once every four years.</li></ul>
<b>Metropolitan Planning Organization (MPO)</b>	<ul style="list-style-type: none"><li>■ Plans and programs transportation projects in urbanized areas with a population in excess of 50,000.</li><li>■ Prepares the 20-year RTP and selects projects based on regional priorities.</li><li>■ Adopts an RTP every three years.</li></ul>
<b>Other Players</b>	<ul style="list-style-type: none"><li>■ Environmental agencies at the local, State, and federal level review transportation projects and issue permits to ensure transportation improvements comply with environmental law.</li><li>■ Cities and counties set land use policy and nominate transportation projects for funding by the RTPA.</li><li>■ Transit agencies, such as Bay Area Rapid Transit (BART) and Los Angeles County Metropolitan Transportation Authority (LAMCTA) nominate projects for funding and deliver transportation services and improvements.</li><li>■ Developers mitigate impacts on the transportation system resulting from development.</li></ul>

# HOW PROJECTS GET STARTED

## 1. WHOSE IDEA IS THIS ANYWAY?

(IDENTIFY THE NEED)

Ideally, transportation planners participate in the development of city and county general plans. These plans plot how a city or county will develop — where job centers, shopping areas, hospitals, recreation facilities, and schools will be located, where housing will be built and its densities, and the transportation facilities that will serve these areas. Local, regional, and State agencies develop early transportation planning documents that provide concepts for existing and future transportation infrastructure that are linked to land use decisions.

## 2. WHAT'S THE PROBLEM?

(PREPARE PROJECT INITIATION DOCUMENT)

Transportation projects start with a problem that needs to be solved, such as considerable projected population growth or a major business or industrial park on an existing corridor. A project initiation document (PID) is developed that identifies the purpose and need. The PID will guide the development of the project and any work throughout the project's lifecycle, and must relate back to the original purpose and need statement. Many solutions may be explored, but the original purpose and need must always be kept in mind.

- The PID contains a defined project scope, a reliable capital and support cost estimate for each alternative solution, and a project work plan for the alternative recommended for programming the project.

## 3. LET'S PLAN A PROJECT

(INCORPORATE PROJECT IN REGIONAL PLAN)

The project sponsor (such as a city, county, or transit agency) works with the RTPA or MPO to include the project concept in the RTP. The RTP includes a financial element that identifies the resources that can be reasonably anticipated over the 20-year life of the plan. All projects in the region must be prioritized within the funds anticipated. Before the regional plan is adopted, the RTP goes through a public review and comment period, at which time stakeholders can express their concerns or support for the policies, goals, objectives, and projects contained in the plan.

RTPs must show conformity with California's air quality implementation plan. Any project that is expected to have a negative air quality impact must be included in the RTP. This ensures that the project's air quality is accounted for in the evaluation of a region's ability to meet State and federal air quality standards.

## 4. SHOW ME THE MONEY

(ESTIMATE AND SECURE FUNDING)

Once a project has been included in the RTP, its sponsor must secure funding for the project from any combination of State, federal, local, or private fund sources. This is accomplished

through the four-year regional transportation improvement program (RTIP) that is updated every two years.

- The term “program” means that a transportation project is scheduled and money is secured to build it. Before formal project studies can commence for State-funded projects, the project must be programmed. Transportation programs are approved by the CTC.
- Transportation programs commit expected revenues over a multi-year period to address transportation needs. The CTC cannot program projects that are not identified in an RTP.

## 5. TAKING CARE OF THE ENVIRONMENT

(PERFORM ENVIRONMENTAL STUDIES AND OBTAIN PERMITS)

- For a project to proceed, it must receive official federal, State, and environmental approvals, as well as consensus among the stakeholders and public. The stakeholders should agree on a preferred alternative that minimizes negative impacts on the environment. This can be a lengthy process. Working with communities in the earliest planning stages of a project enable transportation agencies to address public concerns, negotiate agreements, and reach consensus while changes and adjustments can be more easily made, thus avoiding costly project delays later in the development.

The resulting documents from the permits and environmental studies are:

- The Final Project Report, which refines the purpose and need, identifies the alternative selected, describes how that alternative was decided upon, and describes how consensus was reached between the project sponsor and the stakeholders. It includes more detailed engineering designs required under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).
- The Final Environmental Document, which contains required environmental approvals.

## 6. ACQUIRE RIGHTS OF WAY

Developing a transportation project may require securing right of way. This can be a lengthy effort that involves preparing maps, legal documents and appraisals, obtaining legal and physical possession of property, relocating occupants, and clearing all physical obstructions, including utilities.

## 7. DESIGN IT

Final design begins after comments have been returned and considered. A safety review is conducted while plans, specifications, and estimates are finalized. Construction companies must know what a project requires in order to bid for the contract. The plans, specifications, and estimate created in this component provide companies with the information they need to develop an accurate bid.

- The Plans, Specifications, and Estimate (PS&E) package includes detailed designs/plans for the project, detailed project specifications (such as, materials to use, contract

guidelines, and permits needed), and estimates for the exact amounts of materials needed and their costs. The PS&E forms the basis for the contract bidding process.

## 8. CONSTRUCTION WORKERS WANTED

(PREPARE, ADVERTISE, AND AWARD CONTRACT)

At this stage, design is complete. Acquisition of right of way must be certified and all issues related to utilities resolved. The CTC must then approve a fund request enabling the final project documents and bid package to be advertised. After bids have been opened, the project manager reviews the bidding process and recommends approval and award.

## 9. BUILD IT

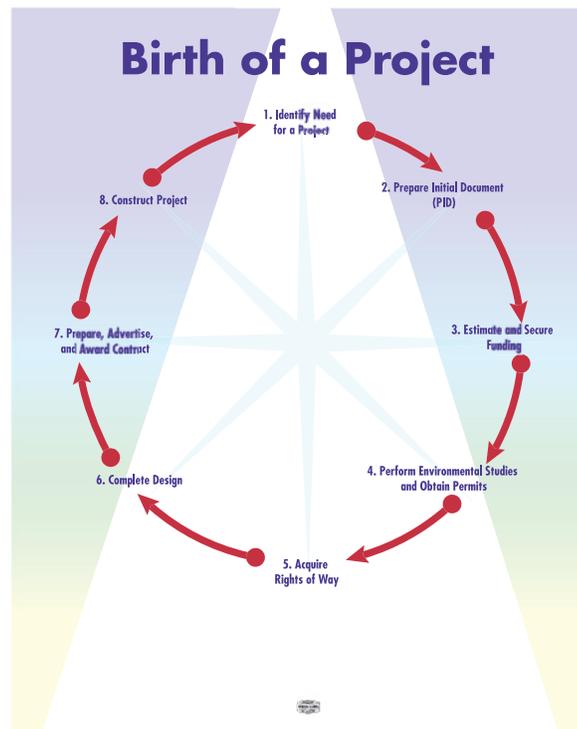
(CONSTRUCT PROJECT)

At last, the project has been conceived, conformed, planned, programmed, designed, permitted, advertised, reviewed and awarded. The contractor can now build the new project — a transit facility, interchange, off-ramp, bicycle path, HOV lane, transportation management center or other improvement.

It is not uncommon for transportation projects to take over ten years to design, conduct public and environmental review, and advertise. Part of this is due to the complexity of design and environmental review, as well as resolving differences among stakeholders. **Figure A-5** shows the basic steps in the project lifecycle, while **Figure A-6** provides a timeline for a highway project using federal funds starting from Step 4.

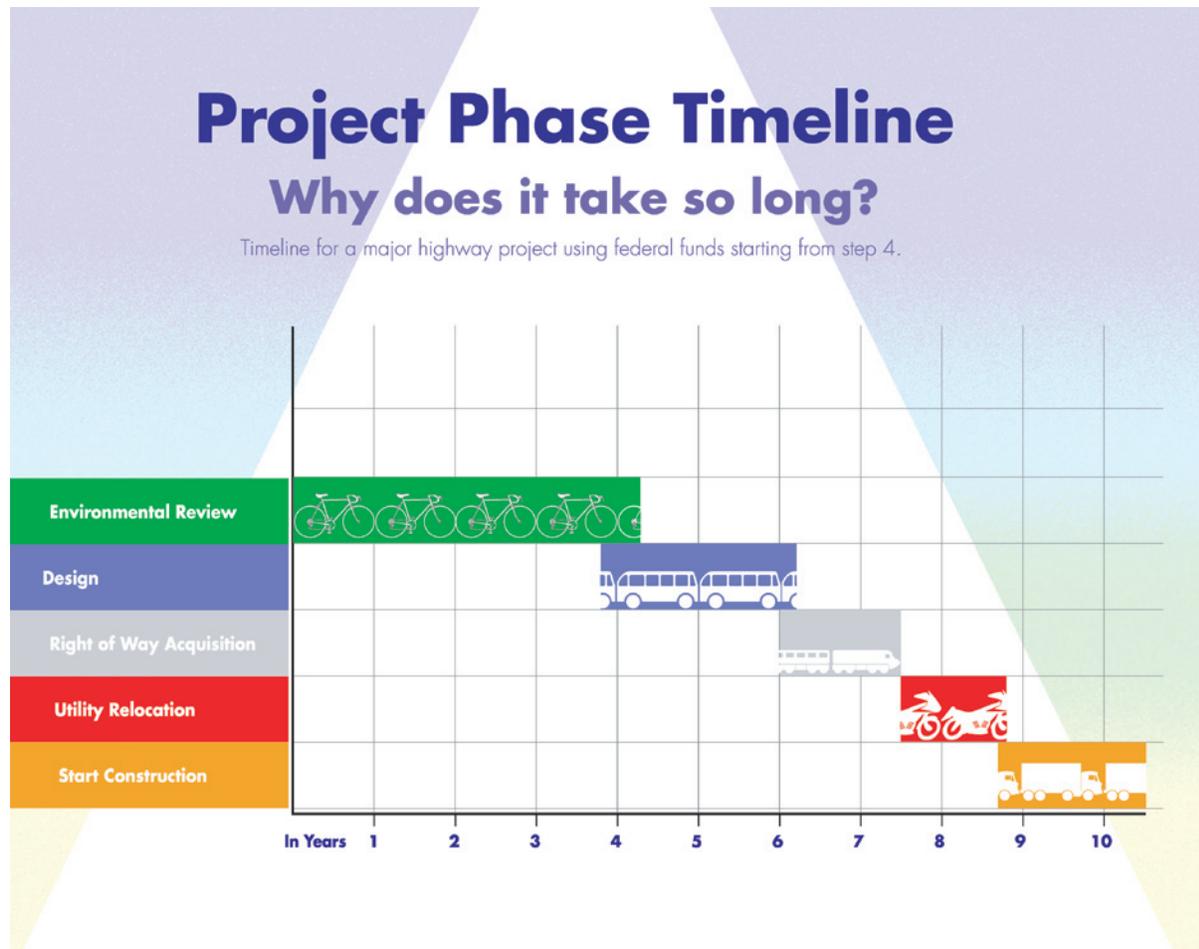
**FIGURE A-5**

Birth of a Project



**FIGURE A-6**

Project Phase Timeline



# APPENDIX XI

## GLOSSARY

**ADVANCED TRANSPORTATION SYSTEMS:** Use of advanced technology to manage and operate the transportation system; provide traveler information; improve vehicle and system safety; and improve construction and maintenance. Vehicle and infrastructure based advanced transportation systems apply to transit and goods movement, as well as privately owned vehicles.

**AFFORDABLE HOUSING:** Housing that costs no more than 30 percent of a resident's monthly-adjusted gross income. With the enactment of the National Affordable Housing Act (NAHA), State and local government officials have been challenged to devise programs that develop or rehabilitate neighborhood housing that meets that definition.

**AMTRAK'S CALIFORNIA PASSENGER RAIL SYSTEM 20-YEAR IMPROVEMENT PLAN:** Plan released in March 2001 that calls for faster, more frequent, and more convenient passenger rail service to all of the State's major population centers. It establishes goals for the State's existing and emerging rail corridors and proposes a vision enabling ridership to grow by 300 percent over the next 20 years.

**BUSINESS, TRANSPORTATION, AND HOUSING AGENCY (BTH):** Part of the Executive Branch of California government, and whose Secretary is a member of the Governor's cabinet. BTH oversees the activities of 13 departments, including the California Department of Transportation (Department), California Highway Patrol, and Office of Traffic Safety, and has a collective budget of \$12.4 billion and more than 47,000 employees.

**BUS RAPID TRANSIT (BRT):** Bus service designed to look and feel like a light rail system. It uses designated lanes and advanced technologies to increase service and efficiencies.

**CALIFORNIA AVIATION SYSTEM PLAN (CASP):** The Department prepares this plan in consultation with the State's regional transportation planning agencies. The CASP provides a framework to guide continuous system planning for the future development and preservation of the statewide system of airports and aviation facilities.

**CALIFORNIA INFRASTRUCTURE AND ECONOMIC DEVELOPMENT BANK (I-Bank):** Created in 1994 to promote economic growth, revitalize communities, and enhance the quality of life for Californians. The I-Bank operates pursuant to the Bergeson-Peace Infrastructure and Economic Development Bank Act contained in California Government Code Sections 63000 et seq. The I-Bank is located within BTH and is governed by a board of directors.

**CALIFORNIA TRANSPORTATION COMMISSION (CTC):** Established by Assembly Bill 402 in 1978, consists of nine Governor appointed members that serve staggered four-year terms, and include two non-voting ex-officio members, one each from the State Senate and State Assembly. The Commission is charged with advising on the funding of transportation projects throughout the State, and advising the Legislature, the BTH Secretary, and the Governor on transportation policy. It is responsible for programming and allocating funds for the construction of highway, passenger rail, and transit projects throughout California.

**CALIFORNIA TRANSPORTATION INVESTMENT SYSTEM (CTIS):** A spatial data viewer and basic query tool to geographically display where transportation investment is currently underway (programmed) and where it is planned over the next 20 years. This sketch-level tool displays all modes of transportation projects including highway, local, rail, aviation, transit, bicycle, and pedestrian.

**CALIFORNIA TRANSPORTATION PLAN (CTP):** Statewide, long-range transportation plan required by federal and State law. The CTP is required to be multi-modal and comprehensive, and to be developed in coordination with metropolitan planning organizations, local elected officials and Native American Tribal Governments.

**CAPITAL OUTLAY PROJECTS:** Projects that replace, improve, or build new facilities. Does not include operating and maintenance costs.

**CLEAN FUEL VEHICLES:** Vehicles that run on sources that are certified to meet federal Clean Fuel Vehicle emissions standards. Clean fuels include alternative and oxygenated fuels, and reformulated and low emission conventional gasoline.

**COMMUNITY VALUES:** Common beliefs shared by a community, as a result of relationships within families, social institutions, religious organizations, and the educational system, overlaid by more general understandings defined by consensus in the broader communities of life. In reference to transportation, it refers to incorporating these beliefs via community input in the design and construction of transportation facilities.

**COMMUTING SHEDS:** The distance measured in a radius from a center that people commute to for employment purposes.

**CONGESTION:** Condition when traffic demand approaches or exceeds the available capacity. Defined in California's transportation system mobility indicators as speeds of less than 35 miles per hour or less during peak commute periods lasting 15 minutes or longer.

**CONTEXT SENSITIVE SOLUTIONS:** Use of innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals. Solutions are reached through a collaborative, interdisciplinary approach involving all stakeholders.

**DEMAND MANAGEMENT:** Demand management focuses on reducing trips on the transportation system during peak periods and encouraging alternatives to driving alone, such as transit, carpooling, vanpooling, bicycling, and walking.

**DEMOGRAPHICS:** A broad social science discipline concerned with the study of human populations. Demographics deal with the collection, presentation, and analysis of data relating to the basic life-cycle events and experiences of people: birth, marriage, divorce, household and family formation, employment, aging, migration, and death. The demographic studies include changes in the human condition, such as health and morbidity; family systems and family structure; the role of women; and societal and cultural institutions.

**EMPLOYMENT CENTERS:** Geographic area that provides a concentration of jobs.

**FAREBOX RETURN:** Revenue received from the sale of tickets from operating public transit in relation to the cost of providing the service.

**FEDERAL HIGHWAY ADMINISTRATION (FHWA):** An agency of the U.S. Department of Transportation that directly administers a number of highway transportation activities, including standards development, research and technology, training, technical assistance, highway access to federally owned and Native American tribal lands, and commercial vehicle safety enforcement. FHWA also works in partnerships with State and local agencies to facilitate development and maintenance of the State and local transportation systems of the national intermodal transportation system.

**FISCALIZATION OF LAND USE:** A policy environment in which land use decisions are made mostly or entirely based on fiscal considerations, rather than the long term goal of achieving healthy and balanced communities. Because a major portion of local government revenue is sales tax, communities often select retail development over other needs and priorities.

**GATEWAYS:** Refers to major freight gateways in California that include airports, seaports, international ports of entry, major intermodal transfer facilities, goods movement distribution centers, and trade corridors.

**GEOGRAPHIC INFORMATION SYSTEM (GIS):** An organized collection of computer hardware, software, geographic data, and personnel designed to efficiently capture, store, update, manipulate, analyze, and display all forms of geographically referenced information.

**GOODS MOVEMENT:** The general term referring to the flow of commodities, modal goods movement systems, and goods movement institutions.

**GOVERNOR'S OFFICE OF PLANNING AND RESEARCH (OPR):** Part of the Governor's Office that assists the Administration in land use planning, research, liaison with local government, small business advocacy, rural policy, environmental justice, and various interagency task forces. OPR is looked to by other State agencies as the coordinator for several environmental and State planning programs.

**GRANT ANTICIPATION REVENUE VEHICLES (GARVEE):** A debt-financing instrument that permits its issuer to pledge future federal highway funds to repay investors.

**GREENHOUSE GAS IMPACTS:** The earth's climate is predicted to change because human activities are altering the chemical composition of the atmosphere through the buildup of greenhouse gases — primarily carbon dioxide, methane, and nitrous oxide. The heat-trapping property of these gases is undisputed. Although uncertainty exists about exactly how earth's climate responds to these gases, global temperatures are rising. Rising global temperatures are expected to raise sea level, and change precipitation and other local climate conditions. Fossil fuels burned to run cars and trucks, heat homes and businesses, and power factories are responsible for about 98 percent of U.S. carbon dioxide emissions, 24 percent of methane emissions, and 18 percent of nitrous oxide emissions. Increased agriculture, deforestation, landfills, industrial production, and mining also contribute a significant share of emissions. In 1997, the United States emitted about one-fifth of total global greenhouse gases.

**HIGH-DENSITY DEVELOPMENT:** Development that increases the amount of housing that can be built on any given site or amount of land. The definition of “high-density” can vary, depending on the existing density characteristics of the community and can include both multi-family and single-family housing.

**HIGH-SPEED RAIL PLAN:** Plan developed by the legislatively created California High-Speed Rail Authority for the construction, operation, and financing of a statewide intercity high-speed passenger rail system. The plan describes a future 700-mile-long high-speed train system capable of speeds in excess of 200 miles per hour on dedicated, fully-grade separated tracks serving the major metropolitan centers of California.

**IMPERMEABLE SURFACES:** Surfaces that do not allow filtration of storm water causing the water to collect and flow through a storm drainage system. This runoff may end up in local streams and rivers along with pollutants that may have accumulated in the water.

**INTELLIGENT TRANSPORTATION SYSTEM (ITS):** The application of advanced sensor, computer, electronics, and communication technologies and management strategies to increase the safety and efficiency of the surface transportation system. ITS systems may be vehicle and infrastructure-based, and apply to privately owned vehicles, transit, and goods movement.

**INTERCITY RAIL:** Rail service that operates largely between several regions of the State. Amtrak funds basic system trains, while the State and Amtrak both fund state-supported trains.

**INTERCITY TRANSPORTATION:** Transportation of any mode between two distinct incorporated cities, towns, or inhabited residential clusters that are neither adjoining nor within the same or contiguous urbanized areas.

**INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991 (ISTEA):** Legislative initiative by the U.S. Congress that restructured funding for transportation programs. ISTEA authorized increased levels of highway and transportation funding and an increased role for regional planning commissions/metropolitan planning commissions in funding decisions. ISTEA modified existing law by requiring comprehensive regional and statewide long-term transportation plans and by placing an increased emphasis on public participation and transportation alternatives.

**INTERMODAL TRANSPORTATION SYSTEM:** Applying a system’s approach to transportation in which goods or people are transported in a continuous and efficient manner between origin and destination, and using two or more connected modes.

**INTERNATIONAL MIGRATION:** The migration of people from different countries into California.

**INTERREGIONAL ROAD SYSTEM:** A series of interregional State highway routes, outside the urbanized areas, that provide access to, through, and links between, the State’s economic centers, major recreational areas, and urban and rural regions.

**INTERREGIONAL TRANSPORTATION:** Travel to and through the State and between regions (adjacent or non-adjacent) as defined under “Region.”

**INTERREGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (ITIP):** Statewide capital improvement funds for capacity increasing projects, primarily outside of urbanized areas. Projects are nominated by the Department and submitted to the California Transportation Commission for inclusion in the State Transportation Improvement Program (STIP). The ITIP is a 4-year program of projects and represents 25 percent of the STIP funding.

**INTERREGIONAL TRANSPORTATION STRATEGIC PLAN (ITSP):** The ITSP is a plan that identifies key objectives for implementing the Interregional Improvement Program, and strategies and actions to focus improvements and investments. This document also addresses development of the interregional road system and intercity rail in California, and defines a long term strategy for programming of projects.

**JITNEY:** Generally, a van or small bus operated on a fixed or flexible route that picks up and drops off passengers upon request at any location along the route. In California, jitneys are operated legally only in San Francisco; however, they are an important element of the public transportation infrastructure in other countries.

**LIVABLE COMMUNITY:** Community characterized by mixed land uses; compact development; range of housing choices; walkable neighborhoods; sense of place; preservation of open space and farmland; rehabilitation and redevelopment in existing communities; and a variety of transportation choices. In transportation, terms like intermodal, integrated, seamless, and pedestrian/bicycle and transit friendly development patterns support this concept.

**LOCAL GOVERNMENT COMMISSION (LGC):** A nonprofit, nonpartisan, membership organization composed of elected officials, city and county staff, and other interested individuals. The LGC members are committed to developing and implementing local solutions to problems of state and national significance. Serving as a complement to the League of California Cities and the California State Association of Counties, the LGC provides peer-networking opportunities, acts as an interface between city and county officials, and provides practical policy ideas for addressing serious environmental and social problems.

**LOCATION EFFICIENT MORTGAGE:** The Center for Neighborhood Technology, Surface Transportation Policy Program and the Natural Resources Defense Council have created a model to quantify the “Location Efficiency Value” (LEV) of areas within metropolitan areas, based on factors such as compact residential design, availability of shops and other amenities, walkability, and transit services. LEV helps homebuyers gauge future transportation costs. The Federal National Mortgage Association and local mortgage underwriters have accepted LEV as a useful indicator of household transportation savings. Homebuyers may qualify for a larger mortgage based on its transportation location efficiency because they are likely to have lower than average spending on transportation.

**LOW-DENSITY DEVELOPMENT:** Development characterized by housing, and the absence of compact housing, on a site. The definition of low-density can vary, depending on the existing density characteristics of the community.

**METROPOLITAN PLANNING ORGANIZATION (MPO):** A planning organization created by federal legislation that establishes a forum for cooperative decision-making. Each MPO represents an urbanized area with a population of over 50,000 people.

**METROPOLITAN TRANSPORTATION PLAN (MTP):** Plan with a 20-year horizon that is updated every three years by federally designated metropolitan planning organizations. It has policy, financial, and action elements and is the result of both local and regional planning efforts. To receive federal or State funding, projects nominated by cities, counties, and agencies must be consistent with the action element of the MTP. *See also: Regional Transportation Plan.*

**MITIGATE:** To avoid, minimize, rectify, or compensate an impact upon.

**MIXED LAND USE:** Development of land that provides for a high-density of uses including residential, commercial, and employment.

**MULTI-MODAL TRANSPORTATION SYSTEM:** The availability of transportation options using different modes within a system.

**NATIONAL FREIGHT PARTNERSHIP:** A coalition of transportation experts from various MPOs, local private sector businesses, state transportation officials, and federal representatives from the U.S. Department of Transportation created for the purpose of addressing freight issues. Public officials and industry consider both: priority needs for federal and state planning and assistance programs to enhance freight productivity and mobility in the next decade and beyond; and ways to increase the growing partnership efforts between the public and private sectors to improve intermodal freight transportation performance and efficiency.

**OPEN SPACE:** Land set aside for purposes of preservation, recreation or public benefit. Can be categorized as agricultural land, wetlands, scenic views, bodies of water, riparian lands, wildlife habitat, rangeland, forests and woodlands, parks, coastal lands, and urban open space or any other such land that has special geological or aesthetic qualities.

**PROJECT INITIATION DOCUMENT (PID):** An engineering document that outlines the purpose and need of proposed transportation improvements at a designated location to respond to identified deficiencies. The PID provides a range of improvement alternatives that respond specifically to the purpose and need statement, and considers anticipated environmental impacts. It also provides the cost, scope and schedule of each proposed alternative.

**PROSPEROUS ECONOMY:** An economy that sustains and prospers economically based upon many factors, including demographics, labor force, income, inflation, real estate markets, gross state and national product, industry, exports, and imports.

**PUBLIC TRANSPORTATION:** Transportation service to the public on a regular basis using vehicles that transport more than one person for compensation, usually but not exclusively over a set route or routes from one fixed point to another. Routes and schedules may be determined through a cooperative arrangement. Subcategories include public transit service, and paratransit services that are available to the general public.

**QUALITATIVE INDICATORS:** A measurement that provides evidence that a certain condition exists or certain results have or have not been achieved. Indicators enable decision-makers to assess progress towards the achievement of intended outputs, outcomes, goals, and objectives.

**QUALITY ENVIRONMENT:** Refers to the factors that affect our air, water, and land and how much of an impact those factors have on our ability to live in clean and healthy surroundings.

**REGIONAL TRANSPORTATION:** Transportation that is within a specified region that can be single-county or multi-county.

**REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP):** A list of proposed transportation projects submitted to the California Transportation Commission by regional transportation planning agencies (Metropolitan Planning Organizations and Regional Transportation Planning Agencies) for State funding. The RTIP has a four-year planning horizon and is updated every two years by the California Transportation Commission.

**REGIONAL TRANSPORTATION PLAN (RTP):** State mandated document prepared every three years by all urban regional transportation planning agencies, and every four years for non-urban. The plan describes existing and projected transportation needs, conditions, and financing affecting all modes within a 20-year horizon.

**REGIONAL TRANSPORTATION PLANNING AGENCY (RTPA):** State designated agency (multi-county or county-level agency), responsible for regional transportation planning to meet State planning mandates. RTPAs can be Local Transportation Commissions, Councils of Government, MPOs, or statutorily created agencies.

**RURAL AREA:** FHWA currently uses rural/urban definitions as found in the United States Code, Title 23, Section 101, which states that areas with less than 50,000 inhabitants in a specified boundary is considered rural.

**SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS (SAFETEA-LU):** Enacted on August 10, 2005, builds on the foundation established by its predecessors, Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century and (TEA-21), supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure for the 5-year period 2005-2009. SAFETEA-LU addresses the many challenges facing our transportation system, such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment.

**SMART CARDS:** A plastic card, about the size of a credit card, with an embedded microchip that can be loaded with data, used for telephone calling, electronic cash payments, and other applications, and then periodically refreshed for additional use. Smart Cards are used in the transportation sector for transit fare, and toll and parking fees.

**SMART GROWTH:** Compact, efficient, and environmentally sensitive pattern of development that provides people with additional travel, housing, and employment choices by focusing future growth away from rural areas and closer to existing and planned job centers and public facilities.

**SOCIAL EQUITY:** In relation to transportation, ensuring that no group receives disproportionate burdens or benefits from transportation investment decisions. It also means that the transportation system is designed to ensure that everyone, including low-income individuals, the young and elderly, persons with disabilities, and disadvantaged individuals in rural and urban areas have access to safe and reliable transportation.

**SOIL PERCOLATION:** The downward movement of water through soil.

**SPACEPORTS:** A facility from which a vehicle can be launched to carry a payload into space.

**STAKEHOLDERS:** Those who have an interest in a particular decision, either as individuals or representatives of a group. This includes people who influence a decision, or can influence it, as well as those affected by it.

**STATE HIGHWAY ACCOUNT (SHA):** An account established by federal regulations that holds revenues generated from State and federal taxes, fees, and federal appropriations for the purpose of funding transportation projects.

**STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP):** A program created by the State legislature, which includes projects needed to maintain the integrity of the State highway system, primarily associated with safety and rehabilitation, and operational improvements. SHOPP projects do not expand the transportation system. SHOPP is a four-year program of projects, approved by the CTC separately from the State Transportation Improvement Program.

**STATE PASSENGER RAIL PLAN:** A 10-year State plan required by Government Code Section 14036 and created in partnership with Amtrak, the Department, regional intercity joint powers boards, the freight railroads, and corridor task forces. This plan prioritizes investment strategies and outlines costs and benefits of investment in passenger rail and freight rail.

**STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP):** A list of transportation projects proposed in the Regional Transportation Improvement Programs and Interregional Transportation Improvement Programs that are approved for funding by the California Transportation Commission.

**SURFACE TRANSPORTATION POLICY PROJECT (STPP):** The Surface Transportation Policy Project is a national coalition of over 200 organizations working to promote transportation policies that protect neighborhoods, provide better travel choices, and promote social equity.

**SUSTAINABLE COMMUNITIES:** Communities closely associated with livable communities or smart growth programs. Sustainable community concepts are distinct in that they often include an explicitly global (“think globally, act locally”) and long-term dimension (“...without compromising the ability of future generations to meet their own needs”). They tend to involve a more explicit view of the community as an important part of the larger world within which it functions, and they generally see the community as both having responsibility as a “global citizen” and as being significantly impacted by what happens on a global long-term basis.

**SYSTEM CONNECTIVITY:** In transportation, the ability to smoothly transition from one mode of transportation to another, and from one jurisdiction to another with minimum delay and difficulty.

**SYSTEM MANAGEMENT:** Maximizes system operations so that travelers make the best use of our existing transportation resources. Also includes providing system users with real-time travel information to assist them in making informed travel choices.

**SYSTEM PROVIDERS:** Those who provide transportation services, equipment, or the infrastructure necessary for the public to travel. A system provider may be in the public or private sector, and may be at the local, regional, State, or federal level.

**SYSTEM USERS:** Those who use the transportation network in any form. The network includes highways, local roads, sidewalks, bikepaths, rail, air, and seaports. Users include, among others, drivers, passengers, bicyclists, pedestrians, and those on public transit of any type.

**TELECOMMUTING:** An employee working from a home office for either a portion of or all of the workweek. He or she maintains a presence in the office electronically via phone, fax, pager, and/or e-mail, and is usually, at a minimum, required to participate in some quarterly, monthly, or weekly meetings at the work location.

**TRAFFIC CONGESTION RELIEF PROGRAM (TCRP):** Funding program that provided \$5.3 billion for 141 specific projects (\$4.9 billion) and \$400 million in fiscal year 2000/2001 to cities and counties for deferred maintenance. Continued funding (approximately \$1.5 billion) is also provided over a seven-year period for local street and road maintenance purposes, to augment STIP programming, and to provide for transit operations.

**TRANSIT ORIENTED DEVELOPMENT (TOD):** Moderate to higher-density development located within an easy walk of a major transit stop. A TOD generally includes a mix of residential, employment, and shopping opportunities designed for pedestrians, without excluding the auto. A TOD can be a single building, several buildings, or the redevelopment of existing buildings whose design and orientation facilitate transit use.

**TRANSPORTATION DEMAND MANAGEMENT (TDM):** General term for strategies that result in more efficient use of transportation resources. There are many different TDM strategies with a variety of impacts. Some improve the transportation options available to consumers, while others provide an incentive to choose more efficient travel patterns. Some TDM strategies reduce the need for physical travel through mobility substitutes or more efficient land use. TDM strategies can change travel timing, route, destination, or mode.

**TRANSPORTATION EQUITY ACT FOR THE 21<sup>ST</sup> CENTURY (TEA21):** The successor to the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. TEA21, was enacted June 9, 1998, and authorized highway, highway safety, transit, and other surface transportation programs through 2003.

**TRANSPORTATION FINANCE BANK (TFB):** The National Highway System Designation Act of 1995 created a State Infrastructure Bank (SIB) pilot program for the purpose of making loans, enhancing credit, subsidizing interest rates, and providing other assistance to public and private entities for eligible transportation projects. As one of 10 states selected for this pilot, California was authorized to create the Transportation Finance Bank (TFB).

**TRANSPORTATION INFRASTRUCTURE:** The basic facilities, services, and installations needed for the functioning of a transportation system. Infrastructure includes roads, fixed guideways, air, sea and spaceports, bicycle and pedestrian facilities, right-of-way, transit and maintenance facilities, and communication systems.

**TRANSPORTATION MODE:** The type of transportation used for travel, such as car, bus, train, and bicycle.

**TRANSPORTATION PROVIDERS:** Those who serve the public by providing some form of transport.

**URBAN SPRAWL:** Development characterized by leap-frog development, haphazard growth, or extension outward, especially that resulting from new housing on the outskirts of a city.

**VALUE PRICING:** A user charge based on a user's perceived cost when entering the traffic stream and the actual congestion cost created by the traveler's entry onto the system. Also called congestion pricing, value pricing makes more efficient use of limited road capacity by encouraging those who value their trips at less than their full cost to shift to off-peak periods, mass transit or car-pooling, and/or to less congested routes.

**VEHICLE MILES TRAVELED (VMT):** Used in trend analysis and forecasts. A measurement of total highway miles traveled in all vehicles in the area for a specific time period. VMT is calculated by the number of vehicles multiplied by the miles traveled in a given area or on a given highway during the period. In transit, VMT is the number of vehicle miles operated on a given route, line, or network during a specific period.

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