

1. EXECUTIVE SUMMARY (2 pages)

Provides an overview of the Plan and highlights conclusions and next steps. This could be in a memo format from Malcolm Dougherty.

2. INTRODUCTION (2 pages)

Gives a summary of the challenges facing California and begins the discussion of how planning for a complete multimodal transportation infrastructure will help support a prosperous economy, human and environmental health, and social equity. The goals and chapters will be introduced and the purpose of the Plan will be identified here, setting the stage for the CTP 2040 Vision, outreach efforts, and GHG reduction strategies. The policy and technical advisory committees, focus groups, tribal listening sessions, workshops, and other forums instrumental to the Plan's development will also be discussed.

3. CHAPTER 1 THE PLAN (5 pages)

The Plan's purpose will be discussed in more detail here, along with the current transportation system, our partners, roles and responsibilities, and the planning and policy framework.

a. Purpose of the CTP 2040

- i. Legislative section discussing SB 391, SB 375, AB 32, MAP 21, etc.
- ii. The GHG component of the Plan will be discussed in some detail here. In particular, how the state will achieve maximum feasible emissions reductions. There will be three alternatives modeled to show what strategies will be needed to meet GHG reduction goals identified by legislation.
- iii. The Policy Framework will articulate how it informs state, regional, and local government
 1. The 3 E's of sustainability – economy, equity, environment
 2. Vision
 3. Goals, Policies, Strategies, and Performance Measures

b. Planning Framework

- i. Identify the plans under the CTP 2040 umbrella as well as the regional plans
- ii. State, Regional, Tribal, and local partners' roles in land use and transportation
- iii. Public and Partner Engagement

c. Current Transportation System and the importance of being integrated and connected

d. Public and Partner Engagement

4. CHAPTER 2 TRENDS AND CHALLENGES (10 pages)

This chapter highlights major areas that are influencing the transportation system today, and over the next 25 years.

- a. Demographics
- b. Economic Prosperity
- c. Transportation Funding
- d. Climate change and GHG Policies
- e. Freight Mobility
- f. Fuel, Energy and Technologies
- g. Measuring the Performance of our Plans
- h. Sustainability in Rural Communities and Small Towns
- i. Public Health
- j. Housing and Land-use

5. CHAPTER 3 REVENUES AND EXPENDITURES (5 pages)

Transportation funding in California is insufficient. Traditional sources of transportation revenue like fuel excise tax on gasoline and diesel are not indexed for inflation, resulting in less purchasing power. Furthermore, efforts to decrease vehicle miles traveled through mode shift, coupled with an increase in vehicle efficiency and alternative fueled vehicles, continue to reduce revenues available to finance transportation needs. The California Transportation Commission's 2011 Statewide Transportation System Needs Assessment estimates the transportation system needs an additional \$295 billion over the next ten years to preserve the current infrastructure and meet future demand. Chapter 3 highlights upcoming financial challenges and suggests possible funding strategies to address this issue.

- a. Funding Sources – will discuss federal, state, and local revenues
- b. Funding Expenditures – will show where these revenues go
- c. Funding Trends and Challenges – will discuss unreliable funding, SHOPP shortfalls, and the economic consequences of not investing
- d. Funding Strategies – will identify ways to close our funding gaps by looking at findings from the CTC Needs Assessment and other publications

6. CHAPTER 4 GOALS TO MOVE FORWARD (13 pages)

This chapter will discuss in detail the six core goals of the CTP 2040, and the policies, strategies, and performance measures that support them. Ideas and philosophies from the Regional and Modal plans will be integrated into this section.

- a. GOAL 1: Improve Multimodal Mobility and Accessibility for All People
More than anything else, people want their transportation system to get them where they need to go – reliably, safely and at a reasonable cost without sacrificing the environment, our citizens' health or the character of our communities. Improved multimodal mobility and accessibility is best achieved by providing well-integrated

multimodal options and managing the existing system, including exploring pricing, to optimize performance.

- i. Policies
 1. Manage and Operate an Efficient Integrated System
 2. Invest Strategically to Optimize System Performance
 3. Provide Viable and Equitable Multimodal Choices, Including Active Transportation
- ii. Strategies
- iii. Performance Measures

b. GOAL 2: Preserve the Multimodal Transportation System

Investments to preserve all modes of the transportation infrastructure have simply not kept pace with the needs, and the national commitment to get transportation in a state of good repair needs to be strengthened. This underfunding has led to the decay of one of California’s greatest assets. This challenge must be met with a large increase in capital investments by all levels of government while considering the impacts of climate change.

- i. Policies
 1. Apply Sustainable Preventive Maintenance and Rehabilitation Strategies
 2. Evaluate Multimodal Life-Cycle Costs in Project Decision Making
 3. Adapt the Transportation System to Reduce Impacts from Climate Change
- ii. Strategies
- iii. Performance Measures

c. GOAL 3: Support a Vibrant Economy

This goal will focus on the importance of providing mobility for freight and people, while efficiently utilizing available resources. California’s economic prosperity is dependent upon sustaining and improving the transportation network. New methods of funding the transportation infrastructure are needed to stabilize revenues.

- i. Policies
 1. Support Transportation Choices to Enhance Economic Activity
 2. Enhance Freight Mobility, Reliability, and Global Competitiveness
 3. Seek Sustainable and Flexible Funding to Maintain and Improve the System
- ii. Strategies
- iii. Performance Measures

d. GOAL 4: Improve Public Safety and Security

The policies and strategies of this goal will inform and provide insight for improving transportation system facilities design, access, and reliability for quick response and recovery time due to natural and man-made catastrophic events. This goal discusses the Caltrans Strategic Highway Safety Plan (SHSP), which is the statewide comprehensive, data-driven effort to reduce fatalities, serious injuries, and collisions

on State Highways, public roads, and multimodal facilities including safety and security for mass transit, bicycles, and pedestrians.

- i. Policies
 - 1. Reduce Fatalities, Serious Injuries, and Collisions
 - 2. Provide for System Security and Emergency Preparedness, Response, and Recovery
- ii. Strategies
- iii. Performance Measures

e. GOAL 5: Foster Livable and Healthy Communities and Promote Social Equity

This goal will focus on providing livable and healthy communities in California through active collaboration and engagement early in the transportation planning process with residents, businesses and stakeholders. It will emphasize promoting social equity through improving access to jobs and affordable housing, providing multimodal transportation options, and lowering transportation costs, while protecting the environment.

- i. Policies
 - 1. Expand Collaboration and Community Engagement in Multimodal Transportation Planning and Decision Making
 - 2. Integrate Multimodal Transportation and Land Use Development
 - 3. Integrate Health and Social Equity in Transportation Planning and Decision Making
- ii. Strategies
- iii. Performance Measures

f. GOAL 6: Practice Environmental Stewardship

The goal will define environmental stewardship in all stages of planning and implementation at the state level. A big part of this story is to reduce GHG emissions and other air pollutants through the use of alternative fuels, new vehicle technology, and tailpipe reductions.

- i. Policies
 - 1. Integrate Environmental Considerations in all Stages of Planning and Implementation
 - 2. Conserve and Enhance Natural, Agricultural, and Cultural Resources
 - 3. Reduce Greenhouse Gas Emissions and other Air Pollutants
 - 4. Transform to a Clean and Energy Efficient Transportation System
- ii. Strategies
- iii. Performance Measures

7. CHAPTER 5 ALTERNATIVE ANALYSIS AND OUTCOMES (8 pages)

The California Statewide Travel Demand Model (CSTDM) and California Statewide Freight Forecasting Model (CSFFM) will provide forecasts of passenger travel, freight movement, economic impacts, and GHG emissions to meet the requirements of SB 391.

The CTP 2040 is not project specific as specified by SB 391. Therefore, the analysis conducted will measure the future synergistic effectiveness of regional transportation and state modal plans on a statewide basis through modeling. This synergistic effect will be assessed through three alternatives: Base Case, Maximum Feasible, and Meeting the Goals.

- a. Performance and Results of the CTP 2040 Alternatives
- b. CTP 2040 three Alternatives
- c. The GHG reduction strategies
- d. The Tools

8. CHAPTER 6 WHAT'S NEXT: FINDINGS AND RECOMMENDATIONS (6 pages)

This final chapter of the CTP 2040 will look at the summary of our findings from our research, partnerships, and modeling analysis to propose recommendations and performance measures that will help guide investment toward the Plan's long-range vision.

- a. Findings
- b. Recommendations
- c. Next steps