California
TRANSPORTATION PLAN

2016 GUIDELINES

INTERNAL ADMINISTRATION DRAFT

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INTRODUCTION

PURPOSE

Senate Bill (SB) 486 states the California Transportation Commission (CTC), in cooperation with the California Department of Transportation (Caltrans), may prescribe study areas for department analysis and evaluation and establish guidelines for preparing California Transportation Plan (CTP) updates as required by December 31, 2020. The purpose of these guidelines is to support the development of the CTP. The CTP Guidelines are not intended to serve as a step-by-step guide for preparing the CTP, but rather, serve to identify statutory requirements for the plan and inform the development of the plan by advising study areas for analysis and evaluation to ensure the CTP provides long-term, inclusive planning policy for the State transportation system.

WHAT IS THE CTP?

Federal Regulations and State Statutes require the development of a long-range statewide transportation plan. To meet Federal and State requirements, this document describes California's transportation system and explores major trends that will likely influence travel behavior and transportation decisions over the next 20 years at a minimum. It outlines goals, policies, strategies, performance measures, and recommendations to achieve that vision. The CTP identifies a policy framework designed to guide transportation-related decisions for the betterment of all who live, work, and conduct business in California. Its purpose is to guide policy decisions and investments made at all levels of government and within the private sector to enhance the State's economy, improve social equity, support local communities, and protect the environment, including achievement of the state's greenhouse gas (GHG) reduction goals.

In developing the CTP, State transportation planners, stakeholders, and partners should consider factors such as defining legislation, the latest in applied technology, performance measures, and improvements required to meet California's mobility needs. Furthermore, the CTP should be based on the needs expressed by the full breadth of California's culturally diverse population–from rural geographical areas to the State's most populous urban centers.

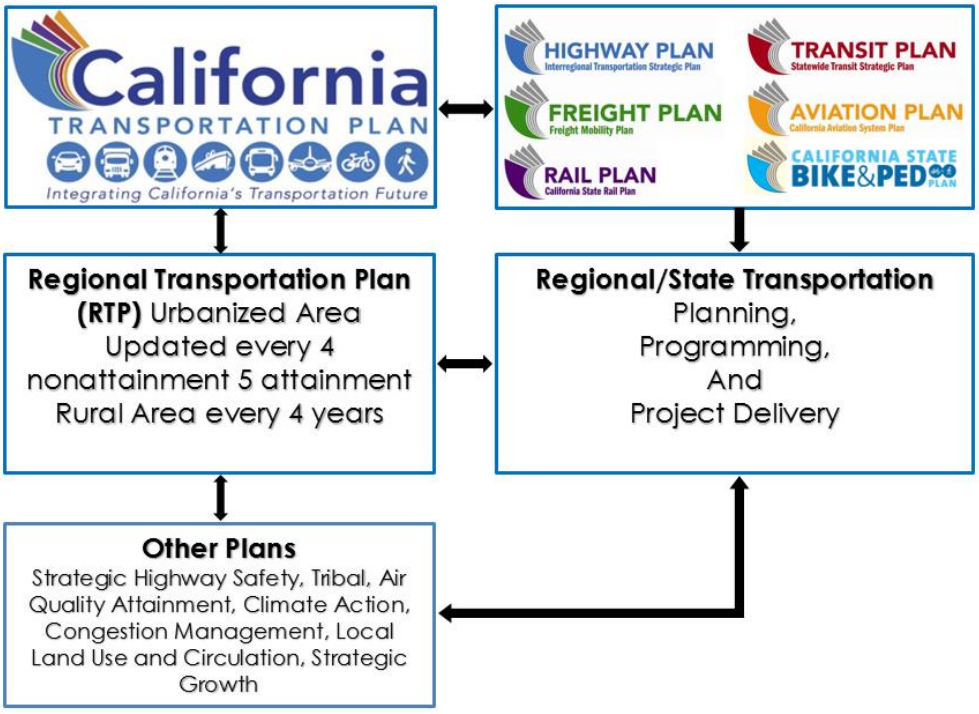
The CTP should reflect the evolution of stakeholder expectations and state policy goals to move California's transportation system from a focus on transportation as an end in itself, to transportation as a means for improving quality of life, economic opportunity, and the environment.

RELATIONSHIP BETWEEN THE CALIFORNIA TRANSPORTATION PLAN AND REGIONAL TRANSPORTATION PLANS

The CTP is a core document that helps tie together several internal and external plans and programs to help define and plan transportation in California. The CTP is an unconstrained document that integrates and builds upon six Caltrans modal plans (Interregional Plan, Freight Plan, Rail Plan, Aviation Plan, Transit Plan, and Bicycle & Pedestrian Plan) as well as Regional Transportation Plans (RTPs) prepared by

regional planning agencies. Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs) are the entities that receive local/regional, State, and federal transportation planning funds to accomplish regional transportation planning activities. Both types of agencies perform similar transportation planning functions in their respective jurisdictions. One of their key functions is the development of a policy framework that shapes a respective region's long-range planning goals and is generally presented in the format of an RTP. They are essential partners with local entities in achieving federal criteria pollutant and GHG emissions reduction goals such as those outlined in the Clean Air Act and Assembly Bill (AB) 32. Unlike the CTP which is not project based, RTPs include a financially constrained project list, must be accompanied by an environmental document and must be consistent with air quality conformity requirements as appropriate. Specific requirements for RTPs are identified in the RTP Guidelines (http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/). RTPAs and MPOs address transportation from a regional perspective, while the CTP addresses the connectivity and/or travel between regions, and applies a statewide perspective for the transportation system. **Figure 1** shows the relationship between these various plans and how they lead to the federal programming of projects.

FIGURE 1 TRANSPORTATION PROJECT PLANNING AND PROGRAMMING



Senate Bill (SB) 375 is California's Sustainable Communities and Climate Protection Act of 2008 that instructs the California Air Resources Board (ARB) to set regional GHG emission reduction targets from passenger vehicles. MPOs must prepare a "Sustainable Communities Strategy" (SCS) as part of its RTP that integrates transportation, land-use, and housing policies and strategies to achieve the GHG emission reduction target for their region.

Similar to the requirements for regional transportation plans under SB 375, Senate Bill (SB) 391 adds new requirements to the State's long-range transportation plan to meet California's climate change goals under AB 32. The bill requires the CTP to address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions to 1990 levels

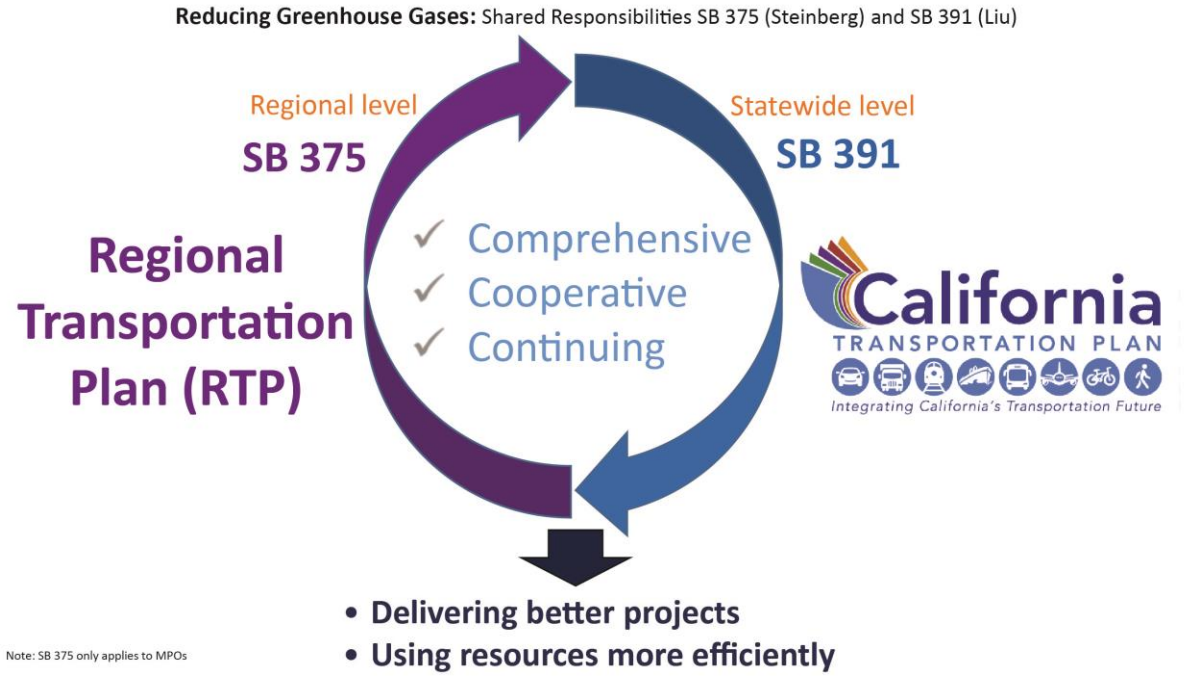
by 2020 and 80% below 1990 levels by 2050. The bill also requires the CTP to identify the statewide integrated multimodal transportation system needed to achieve these results and specifies that the plan take into consideration the use of alternative fuels, new vehicle technology, tailpipe emission reductions, and the expansion of public transit, commuter rail, intercity rail, bicycling, and walking. In addition, SB 391 requires the Caltrans to update the CTP by December 31, 2015, and every 5 years thereafter. **Table 1** provides a summary and comparison of RTP and CTP requirements pursuant to SB 375 and SB 391.

TABLE 1 RTP AND CTP COMPARISON MATRIX

RTP and CTP Comparison Matrix		
	RTP with SB 375	**CTP with SB 391**
Financial Constraint Requirement	YES	NO
Project Specific Detail	YES	NO
SCS Requirement	Requires MPOs to prepare a sustainable communities strategy	Requires the Caltrans to assess how SCS implementation will influence the configuration of the statewide multimodal transportation system
GHG Reduction Target	Specific reduction targets for each region provided by ARB	No Specific Target Requires the Caltrans to address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of GHG emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050
Forecast Years	Given reduction targets for 2020 and 2035	Must address reduction goals for 2020 and 2050
Modeling	Gives specific requirements for MPO travel demand models. Requires the MPO to publish the methodology, results and key assumptions of travel demand model in useable and understandable way	No specific modeling requirements
Applicable Sectors	Automobiles and light trucks	All - Automobiles, trucks and freight (air and port)
Area	MPO region	Entire State
Transportation Network	Regional transportation network - all existing and proposed transportation system improvements, including the state and regionally significant transportation system	The CTP should identify the statewide integrated multimodal transportation system needed to achieve a statewide reduction of GHG emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050
CARB review	Provides MPO GHG reduction targets. Accepts or rejects the MPO determination that the SCS would achieve GHG reduction target	Must consult with and coordinate its activities with California Air Resources Board

It is imperative that the CTP builds upon the RTPs that shift investments toward a broader suite of transportation improvements providing greater mobility choices for travelers. It's also important that the CTP establish a policy framework that can be followed by the regions in their RTP development. **Figure 2** shows the relationship of how a CTP and RTP are developed in a cyclical pattern aligning with one another.

FIGURE 2 COMPREHENSIVE, COOPERATIVE, AND CONTINUING PLANNING



SECTION 1 | OVERVIEW OF FEDERAL AND STATE REQUIREMENTS

OVERVIEW

The California Transportation Plan (CTP) is a federally mandated policy document that outlines strategies and actions for addressing transportation issues and future mobility needs in California. Pursuant to Section 450.214 of the Code of Federal Regulations (CFR) (which implements Section 135 of Title 23 of the United States Code and Section 5304 of Title 49 of the United States Code [USC]) and California Government Code Sections 14000.6 and 65071 [et al], Caltrans is required to prepare a statewide long-range transportation plan. These federal and state codes govern and regulate the development of the CTP. The following subsections of this chapter address the federal and state statutory requirements for developing and updating a comprehensive state long-range transportation plan.

Intent of the Guidelines:

- Support the development of the CTP.
- Identify statutory requirements for the plan
- Inform the development by advising study areas for analysis
- Ensure the CTP provides long-term, inclusive planning policy for the State transportation system.

HISTORY OF THE CTP AND SUBSEQUENT UPDATES

Passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 required states to establish a statewide planning process and to prepare a statewide long-range transportation plan. To implement the features of ISTEA, the California Legislature passed Senate Bill (SB) 1435 in 1992 (Cal. Gov't. Code Sec. 65072), which requires Caltrans to prepare a long-range transportation plan that defines the State's transportation policies and system performance objectives. SB 1435 also stipulated that Caltrans prepare a CTP by January 1, 1993 and that the plan should not be project specific. In response to a recommendation in the 1993 CTP, Caltrans prepared the 1998 CTP Statewide Goods Movement Strategy (August 1998) which is a strategic policy and action blueprint for improving the goods movement transportation system.

The next CTP iteration included the development of the CTP 2025 in April 2006, which incorporated strategies contained in the 1993 CTP and 1998 update, as appropriate, and reflected the changing transportation environment. Most notably, the CTP 2025 reflected the shift in transportation planning and project selection responsibilities resulting from SB 45 (Kopp, 1997).

The CTP 2025 was updated by a 2030 Addendum in October 2007 that addressed new requirements for statewide planning established by the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A

Legacy for Users (SAFETEA-LU). The focus of the Addendum was to address provisions of SAFETEA-LU that extended or broadened existing State policies and strategies articulated in the CTP 2025.

In response to SB 391 (Liu, 2009), Caltrans was tasked with updating the CTP by December 31, 2015, and every five years thereafter. SB 391 further required the plan to address California's climate change goals under Assembly Bill (AB) 32 including how the state will achieve maximum feasible GHG emissions reductions in order to attain a statewide reduction of greenhouse gas (GHG) emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050. The bill also required the plan to identify the statewide, integrated multimodal transportation system needed to achieve these results.

Preparation of the CTP is an ongoing planning process; therefore, the design of each update is not a separate document, but rather a supplement used in conjunction with previous plan updates. Each revision generally revisits the vision, goals, policies, and strategies; reviews current trends, challenges, and emerging issues; new and innovative transportation planning practices, concepts, and objectives; and federal and state law that define the approach to statewide planning requirements.

FEDERAL STATUTES

The federal government is a key player in the transportation planning process. The policies, regulations, and mandates established by the federal government determine and influence many of the Caltrans' programs, responsibilities and resources. Federal statewide planning regulations for the development of a statewide long-range transportation plan are identified in 23 CFR 450, 23 USC 135, and 49 USC 5304 which are included in Appendix A.

23 CFR 450.200

Federal regulations requiring states to carry out a continuing, cooperative, and comprehensive statewide multimodal transportation planning process. This includes the development of a long-range transportation plan and statewide transportation improvement program (STIP) that facilitates the safe and efficient management, operation, and development of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and to foster economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution in all areas of the State.

23 USC 135

Federal law requiring the development of a statewide long-range transportation plan and a STIP for all areas of the State. It requires the State to develop a long-range transportation plan with a minimum 20-year forecast period, which provides for the development and implementation of the State's intermodal transportation system.

The content of the statewide transportation plan shall provide for the development and integrated management and operation of the transportation system and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the State and an integral part of an intermodal transportation system for the United States.

In general, the State is required to carry out a statewide transportation planning process that provides for consideration and implementation of projects, strategies and services that will (23 USC Sec.135 (d)(1))

a) support economic vitality;
b) increase safety;
c) increase security;
d) increase accessibility and mobility;
e) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
f) enhance integration and connectivity of the transportation system;
g) promote efficient system management and operation; and
h) preserve the existing transportation system.

The CTP planning process must also use a performance-based approach to support the following seven national goals. (23 USC Sec. 135 (d)(2))

1) Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2) Infrastructure condition - To maintain the highway infrastructure asset system in a state of good repair.
3) Congestion reduction - To achieve a significant reduction in congestion on the National Highway System.
4) System reliability - To improve the efficiency of the surface transportation system.
5) Freight movement and economic vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6) Environmental sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7) Reduced project delivery delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

49 USC 5304

Federal law requiring a statewide planning process to develop a long-range transportation plan and a STIP. The long-range transportation plan must provide for the development of transportation facilities that function as a multimodal transportation system and must cover at least a 20-year planning horizon. The plan must be developed in cooperation with Metropolitan Planning Organizations (MPOs) in metropolitan areas and Regional Transportation Planning Agencies (RTPAs) and elected officials who have the responsibility for transportation planning in nonmetropolitan areas. States also must provide an opportunity for public comment on the long-range transportation plan.

STATE STATUTES

As with the federal government, California State government plays an equal role in the transportation planning process. The laws, regulations, and policies established by the State of California determine and influence the development, content, and process of the State's Long-Range Transportation Plan. The following applicable laws govern the planning process and development of the State's long-range transportation plan. The text of these sections is available in Appendix A.

CALIFORNIA GOVERNMENT CODE 14000-14000.6

Government Code requiring the development of a comprehensive statewide multimodal transportation planning process, which involves all levels of the government and the private sector in a cooperative process to develop coordinated transportation plans. This code also allows the use of state financial resources and assistance necessary to aid in preparing transportation plans, developing effective transportation decision making processes, and carrying out implementation programs.

CALIFORNIA GOVERNMENT CODE 65070-65074

Government code that provides for the development of an integrated state and regional long-range transportation planning process, which specifies the process of development for the statewide long-range transportation plan (i.e., CTP). Federal law mandates the development of a state and regional long-range transportation plan as a prerequisite for receiving federal transportation funds. It further asserts that these plans shall be a cooperative process involving state, local, and RTPAs, air quality management districts (AQMD), transit operators, and the goods movement industry. Caltrans must also provide an opportunity for general public input.

This code requires the updating of the CTP (Plan) every five years. The Plan must address how the state will achieve maximum feasible emissions reductions outlined in the California Global Warming Solutions Act of 2006 (AB 32), taking into consideration the use of alternative fuels, new vehicle technology, and tailpipe emissions reductions.

This section also includes a policy element that describes the state's transportation policies and system performance objectives; a strategies element that incorporates the broad system concepts and strategies from regional transportation plans; and a recommendations element that includes economic forecast and recommendations to the Legislature and the Governor to achieve the plan's broad system concepts, strategies, and performance measures.

LEGISLATION AND EXECUTIVE ORDERS

Legislation and executive orders enacted in recent years have broadened the scope of the transportation planning process. These new responsibilities require Caltrans to address specific issues and to consider new approaches in transportation planning on a statewide scale when developing the CTP. Specific legislation and executive orders (EOs) that have influenced the transportation planning processes are summarized below:

SB 1435 (Kopp, 1992)

SB 1435 modified state law in order to implement the federal ISTEA of 1991, which included adding the requirement for Caltrans to prepare a CTP by January 1, 1993.

AB 857 (Wiggins, 2002)

AB 857 establishes three state planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety in the state, including urban, suburban, and rural communities that support smart growth principles. The three planning priorities encourages all state agencies to promote infill development and equity within our existing communities, protect environmental and agricultural resources, and encourage efficient development patterns overall and in areas already planned for growth.

AB 32 (Nunez, 2006)

AB 32 is California's Global Warming Solutions Act of 2006 to reduce GHG emissions from all sources of throughout the state to 1990 levels by the year 2020. The bill requires the California Air Resources Board (ARB) to develop regulations and market mechanisms that will ultimately reduce the State's GHG emissions

SB 375 (Steinberg, 2008)

SB 375 is California's Sustainable Communities and Climate Protection Act of 2008 that instructs the ARB to set regional GHG emission reduction targets from passenger vehicles. The MPO for each region must prepare a "Sustainable Communities Strategy" (SCS) as an integral part of its Regional Transportation Plan (RTP) that integrates transportation, land-use, and housing policies and strategies to achieve the GHG emission reduction target for their region.

SB 391 (Liu, 2009)

Similar to the requirements for regional transportation plans under SB 375, SB 391 adds new requirements to the State's long-range transportation plan to meet California's climate change goals under AB 32. The bill requires the CTP to address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of GHG emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050. The bill also requires the CTP to identify the statewide integrated multimodal transportation system needed to achieve these results and specifies that the plan take into consideration the use of alternative fuels, new vehicle technology, tailpipe emission reductions, and the expansion of public transit, commuter rail, intercity rail, bicycling, and walking. In addition, SB 391 requires the Caltrans to update the CTP by December 31, 2015, and every 5 years thereafter.

SB 743 (Steinberg, 2013)

SB 743 requires the Governor's Office of Planning and Research (OPR) to amend the California Environmental Quality Act (CEQA) Guidelines (Title 14 of the California Code of Regulations sections and

following) to provide an alternative to level of service (LOS) for evaluating transportation impacts. The alternative criteria must promote the reduction of GHG emissions, the development of multimodal transportation networks, and mixed land uses. Transportation impacts measurements may include vehicle miles traveled (VMT), VMT per capita, automobile trip generation rates, or automobile trips generated.

EO S-3-05

In June 2005, California Governor Arnold Schwarzenegger issued EO S-3-05, which commits the state to reduce GHG emissions to 2000 levels by 2010, to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050, a level consistent with current scientific evidence regarding the reductions needed to stabilize the climate. A copy of the EO is located in Appendix A.

EO B-30-15

In April 2015, California Governor Edmund G. Brown Jr. issued EO B-30-15, which establishes a new interim statewide GHG emission reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030 - in order to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. All state agencies with jurisdiction over sources of GHG emissions must implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets. A copy of the EO is located in Appendix A.

CTP Requirements Checklist

The CTP is prepared pursuant to California Government Code §65070-65074 and §450.214 of Title 23 of the CFR, which implements the provisions of 23 USC 135 and 49 USC 5304. A comprehensive list of these federal and state requirements are contained in Appendix B –CTP Checklist. The checklist is intended to be a guide to help ensure that all federal and state requirements regarding the development of the CTP are met.

SECTION 2 | PLAN CONTENTS

Section 2 highlights components of the California Transportation Plan (CTP) needed to carry out state and federal requirements. This includes or is in addition to the information already discussed in Section 1 and in the Introduction.

SCOPE OF THE STATEWIDE TRANSPORTATION PLANNING PROCESS

Pursuant to 23 Code of Federal Regulations (CFR) 450.206 and Government Code Section 65072.1 the CTP process must address the following factors for the movement of people and freight:

1. Support economic development including global competitiveness, productivity, and efficiency;
2. Increase the safety and security of the transportation system for motorized and non-motorized users;
3. Increase accessibility and mobility;
4. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and planned growth and economic development patterns;
5. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State;
6. Promote efficient system management and operation; and
7. Emphasize the preservation of the existing system

These 7 factors will be addressed through creating a policy framework that identifies goals, policies, recommendations, and performance measures that will support them. Additional analysis may be done in effort to see how well the Plan's strategies/policies perform toward these meeting these factors.

ELEMENTS OF THE CTP

Pursuant to 23 CFR 450.214 and Government Code Section 65072, the CTP is required to include the following elements: Policy, Strategies, and Recommendations.

POLICY ELEMENT

- Describes the State's transportation policies and system performance objectives.
- Policies and objectives must be consistent with Government Code Sections 14000, 14000.5, 14000.6, and 65088.

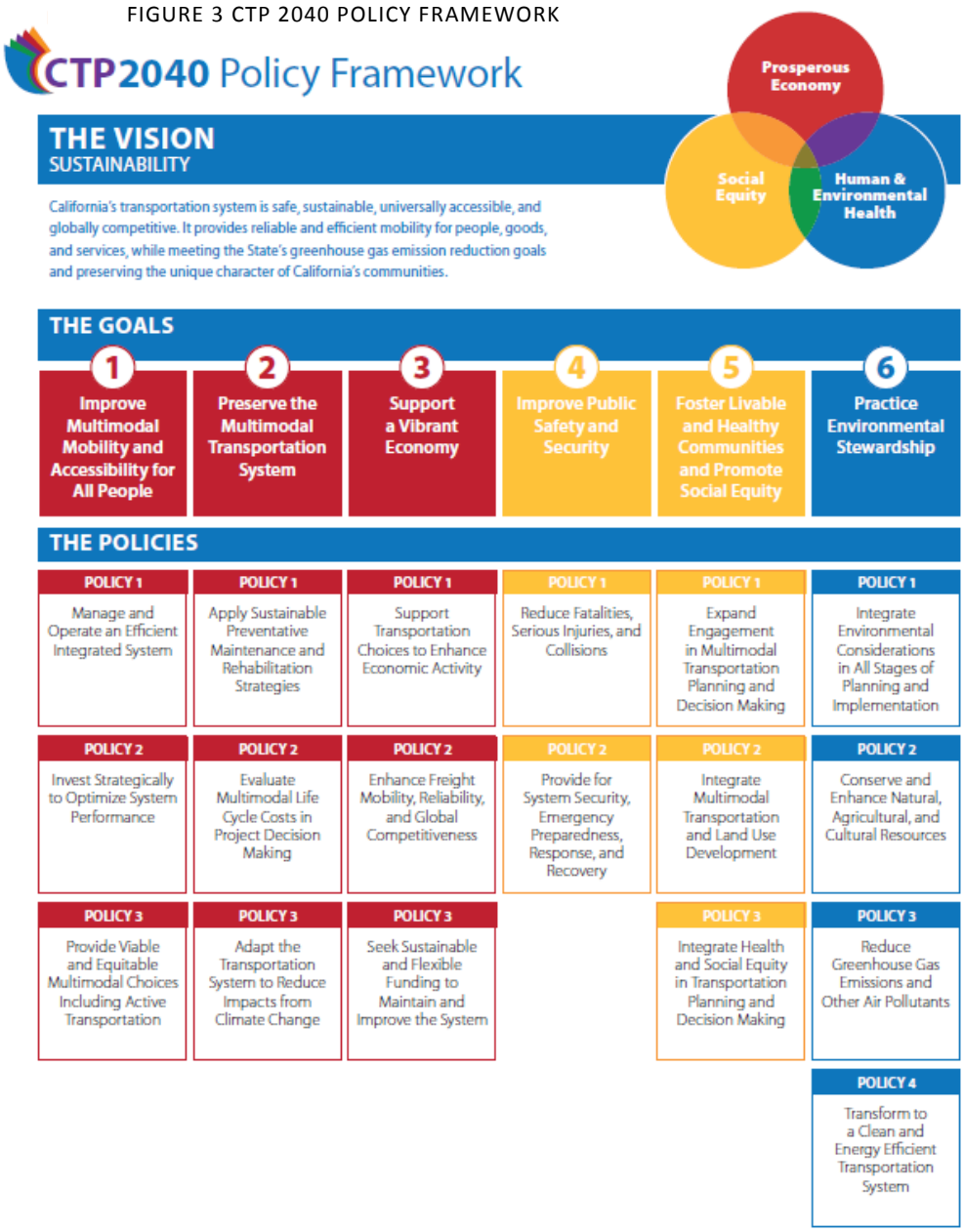
Policy Framework

The policy element requirement of the CTP can be achieved through the development of a Policy Framework. The CTP planning process represents an important step toward integrating statewide long-range modal plans, key programs, regional and other state plans, and analysis tools that build on Regional Transportation Plans (RTPs), Sustainable Communities Strategies (SCSs) and rural land use

visions. The CTP should integrate these plans and programs to provide a statewide transportation system capable of meeting accessibility, safety, sustainability, and economic objectives in the fight against climate change. The resulting CTP should serve as a guiding document of information for the development of future modal plans, programs, and major investment decisions on the transportation system.

As a guiding document, the CTP should outline a vision that is supported by goals, policies, strategies, recommendations, and performance measures that strive for a safe, sustainable, universally accessible and globally competitive transportation system. This policy framework should support a system that endeavors to provide reliable and efficient mobility for people, goods, and services, and information, while meeting the State's environmental goals and preserving the unique character of California's communities. **Figure 3** is an example of a policy framework that was adopted by the CTP 2040.

FIGURE 3 CTP 2040 POLICY FRAMEWORK



The CTP recommendations that support this policy framework should act as guiding principles for transportation decision makers at all levels of government and the private sector. This emphasizes the importance of "partnership" to develop and implement future transportation policies, programs and major statewide investments on transportation, the economy, and the environment that supports a sustainable California.

The interaction between statewide and regional planning is most effective when plans are developed and implemented within a unified policy framework. **Figure 4** shows a possible policy framework that would communicate clear priorities, which in turn inform investments that move California's multimodal transportation system toward a shared vision of the future. This framework can be replicated for use by RTPs, and Caltrans' Modal Plans to represent each plan's vision for the future in a unified manner.

FIGURE 4 UNIFIED POLICY FRAMEWORK

The policy framework description below is an example from the CTP 2040 that was crafted including the following components:

- Vision: A vision statement for California's transportation system that is used to guide statewide and regional transportation planning and investments. The vision is also used to guide and inform other statewide and regional planning documents to provide consistency across the state.

- Goals and Policies: The CTP Goals and Policies provide further definition to the vision, and should be divided into categorical topic areas that represent the State's overarching priorities to guide the development of the CTP recommendations. Similar to the Vision, the CTP Goals and Policies are informed by and also inform other statewide and regional planning efforts. For

statewide documents, and Caltrans' Modal Plans in particular, the CTP would establish a structure for goals and policies that can be replicated to ensure consistency across documents and a clear relationship between the modal plans and the overarching CTP.

- Recommendations: CTP Recommendations are explicitly tied to the CTP Goals and Policies, and may be an outcome of the Scenario analysis. They should be specifically referenced and implemented in future State modal plans and related planning, program and investment activities in order to meet the State's vision, goals, and policies for the transportation system.

- Performance Measures and Metrics: To be able to track progress, each CTP policy must have associated performance measures that transportation professionals can use to support their policy framework. The CTP should begin with existing performance measures and metrics, and identify those that best represent the State's priorities.

Strategies Element

- Incorporates broad system concepts and strategies synthesized from adopted RTPs
- It is important to note that pursuant to Government Code Section 65072 (b), the CTP shall not contain specific projects.

Plan Integration

The strategies element requirement of the CTP is achieved by building upon the integration of Caltrans' Modal Plans, RTPs, Statewide Planning Initiatives, and Other State Plans. The CTP is a core document that helps tie together several internal and external inter-related plans and programs to help define and plan transportation in California. The CTP exists within the larger context of long-range transportation planning that considers other relevant local, regional, and statewide plans and programs that may impact the transportation system. It is paramount that the CTP integrates and builds upon the Caltrans' Modal Plans and the RTPs from around the State.

MODAL PLANS

The CTP (Plan) should identify a sustainable transportation system by pulling together the State's long-range modal plans, as seen in **Table 2**, to envision the future system. The CTP development team should hold regular meetings with the modal plan leads to ensure complete plan integration during the development process of the Plan. This meeting also works well as a clearinghouse of ideas and issues that arise during the development of all the plans.

TABLE 2 CURRENT CALTRANS' LONG-RANGE MODAL PLANS

PLAN	NEXT UPDATE	PLAN FEATURES
INTERREGIONAL PLAN 2015 Interregional Transportation Strategic Plan (ITSP)	2020	The first complete update to the 1998 ITSP addresses significant statute and policy issues that have occurred since then. The goals and objectives from the 1998 ITSP have been completely re-assessed, along with the Focus Routes. The ITSP is consistent with the CTP 2040 and Caltrans' Mission, Vision, and Goals. The 2015 ITSP occurred simultaneously with the Interregional Transportation Improvement Program update.
FREIGHT PLAN 2014 California Freight Mobility Plan (CFMP)	2019	The primary purpose of the plan is to identify freight routes and transportation facilities that are critical to California's economy. The CFMP consists of a vision, goals and a three-tiered freight project list with Tier I investments considered the highest priority for investment.
RAIL PLAN 2013 California State Rail Plan (CSRP)	2018	This plan complies with State and federal law and provides a long-term plan for freight and passenger rail, including establishing a vision and plan for an integrated passenger rail network including high-speed, intercity and regional.
AVIATION PLAN 2011 California Aviation System Plan Policy Element	2016	This plan includes updated programs and directives to better support aviation sustainability in California.
TRANSIT PLAN Statewide Transit Strategic Plan	N/A	This plan helps the State and partners gain a better understanding of present and future roles and responsibilities to support public transportation.
BICYCLE AND PEDESTRIAN PLAN California Statewide Bicycle and Pedestrian Plan (CSBPP)	2016	The first-ever CSBPP will be completed in 2016 and will plan for safe and integrated bicycle and pedestrian projects for enhanced connectivity with all modes of transportation.

REGIONAL TRANSPORTATION PLANS

Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs) are the entities that receive State, and federal transportation planning funds to accomplish regional transportation planning activities. Both types of agencies perform essentially the same transportation planning functions in their respective jurisdictions. One of the functions being the development of a policy framework that shapes a respective region's long-range planning goals and is generally presented in the format of an RTP. They are essential partners with local entities in achieving federal criteria pollutant and greenhouse gas (GHG) emissions reduction goals such as those outlined in the Clean Air Act and Assembly Bill (AB) 32. Unlike the CTP which is not project based, RTPs include a financially constrained project list, must be accompanied by an environmental document and must be consistent with air quality conformity requirements as appropriate. Specific requirements for RTPs are identified in the RTP Guidelines [http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/]. RTPAs and MPOs address transportation from a regional perspective, while the CTP addresses the connectivity and/or travel between regions, and applies a statewide perspective for the transportation system; therefore, it is imperative that the CTP builds upon policy framework and technical analysis of the RTPs.

Since the passage of AB 32 in 2006 and Senate Bill (SB) 375 in 2008, MPOs around the state have developed and adopted RTPs and SCSs that shift transportation investments toward a broader suite of improvements providing greater mobility choices for travelers. This shift reflects the regions' collective efforts to provide a regional transportation system capable of meeting mobility, safety, and sustainability objectives through integrated investment and more efficient use of land. RTPs adopted by the four largest MPO's share the following characteristics:

- Expansion of transit capacity, frequency and connectivity;
- Higher proportion of funding for walking and biking projects;
- More investment in "managed lanes" on the state highway system;
- Greater focus on more efficient land use and denser development near transit;
- Support for streamlined California Environmental Quality Act (CEQA) review of eligible projects; and
- Greater coordination between government and stakeholders.

Regions are striving to meet mobility, safety, and sustainability objectives in an integrated way pursuant to the state's climate change and GHG emission reduction laws and policies (i.e., AB 32, SB 375 etc.) that required the regions to consider these issues in the adoption of their transportation and land use plans. However, MPOs, RTPAs and local governments are primarily concerned with travel that is local and regional. The state is the governmental entity that must address interregional travel. A key challenge, then, for the CTP is to adopt policies for interregional travel and commerce that integrate well with regional strategies.

PLANNING INITIATIVES

In addition to integrating transportation plans, the CTP should rely heavily on policy and modeling frameworks of various successful planning initiatives, including:

- California Regional Blueprint Planning Program (2005)
- Climate Action Program (2006)
- Regional Advance Mitigation Planning and Statewide Advance Mitigation Initiative (2008)
- Smart Mobility Framework (2010)
- California Essential Habitat Connectivity Study (2010)
- Main Street, California: A Guide for Improving Community and Transportation Vitality (2013)
- Complete Streets Implementation Action Plan 2.0 (2014)
- California Strategic Highway Safety Plan (2015)

OTHER STATEWIDE PLANS

The success of the CTP ultimately depends on a close collaboration between Caltrans and its partners, including other state agencies. Following is a list of statewide plans that the CTP should be aligned with in the development of the Plans policy framework and recommendations:

- California High-Speed Rail Business Plan (California High Speed Rail Authority [CHSRA])
- Tribal transportation and safety plans (Various Tribal Governments Statewide)
- California Transportation Infrastructure Priorities: Vision and Interim Recommendations (California State Transportation Agency [CalSTA])
- Climate Change Scoping Plan (California Air Resources Board [ARB])

- California Sustainable Freight Action Plan (ARB, California Energy Commission [CEC], Governor's Office of Business and Economic Development [GoBiz])
- California's Climate Future: The Governor's Environmental Goals and Policies Report (Governor's Office of Planning and Research [OPR])

Recommendations Element

- Includes economic forecasts, and
- Recommendations to the legislature and Governor to achieve the plans' broad system concepts, strategies, and performance objectives.

Economic Forecast and Analysis

Pursuant to Government Code Section 65072(c), the CTP is required to include economic forecasts that serve to inform recommendations to achieve the plan's objectives. Above and beyond this requirement, Caltrans conducted an economic impact assessment of identified strategies and reported estimates of potential outcomes for the first time in the CTP 2040. Government Code Section 65072.1(f) requires Caltrans to consider "economic development, including productivity and efficiency." To meet and exceed this requirement Caltrans applied a comprehensive economic model capable of assessing the statewide economic impacts of transportation investment and policy strategies. Outputs from the California State Travel Demand Model (CSTDM), analyzing the travel behavior changes between a business-as-usual scenario against a package of proposed investment and policy strategies to reduce GHG emissions, served as input into the economic model for analysis. The economic impact assessment included multimodal travel impacts over the analysis period through the year 2040. The results reported for the CTP 2040 included impacts on jobs, value added (Gross State Product [GSP]) and income at the statewide level.

Moving forward, the economic impact assessment for future CTPs should continue to evolve based on Caltrans' Mission and Vision and the state of economic modeling capabilities. For future iterations of the CTP, Caltrans should utilize the best available econometric model(s) that meets needs and the objectives of the plan and can be reasonably obtained and deployed with available resources. An econometric model should be capable of assessing transportation investments and policies and have the ability to assess the economic transactions of different groups, including households and businesses, in an attempt to simulate the economy. A model must be able to incorporate all aspects of changes in travel behavior and analyze the impacts within various geographic dimensions and between the various economies within the state. Specifically, at a minimum, a model should include the capacity to incorporate wider economic benefits including agglomeration, competitiveness, and improved labor supply caused by changes to market access experienced by businesses and households, simulate annual economic activity, and utilize inclusion of data from a transportation demand model.

At the very least, the econometric model should report as outputs from an economic impact assessment; jobs, value added, and income, at the State and regional level. Caltrans should assess whether additional outputs are required and consider these needs when evaluating economic models.

The determination of the level of economic analysis to conduct, and of the economic model(s) to employ, should also consider current practices and availability of land use and transportation demand

models. In the context of economic impacts of transportation investments and policies, there are three important components and linkages across these components of the State and regional built environments.

1. Land use and transportation models are the analytical tools used for analyzing location choices and travel behavior changes, respectively, in response to a transportation investment or policy.
2. Further, there are complex spatial and temporal interactions between the location choices, travel behaviors and economic transactions to consider. These interactions need to be accounted for through an integration of the economic, land use and transportation models under a single unifying framework, with appropriate linkages to conduct valid analysis.
3. Consideration should also be given to the current state of land use and transportation demand modeling when determining the level of economic analysis to perform and the capacity of the models to interact.

Every effort should be made to incorporate all three levels of analysis into future iterations of the CTP.

Finally, it is important that Caltrans reach out to the public and professional communities for input and review of the economic analysis process. Caltrans should follow the public participation protocols currently in place and make every effort possible to present the analysis, and accompanying results, at a level of detail that reaches the greatest level of the public. Caltrans should also consider developing a team of peers tasked with assisting in the development of economic analysis strategies and methodologies, and to review and input in the written analysis included in the CTP 2045.

Recommendations

The CTP recommendations support the policy framework and should act as guiding principles for transportation decision makers at all levels of government and the private sector. This emphasizes the importance of "partnership" to develop and implement future transportation policies, programs and major statewide investments on transportation, the economy, and the environment that supports a sustainable California.

Coordinated efforts at all levels of governments are necessary to achieve our transportation goals. We are at a critical turning point in transportation where we can ensure sustainable economic growth and improved livability and equity. The goals, policies, and recommendations of the CTP should respond to the rapidly changing demands of transportation services and the transportation system. The CTP is a plan for all of California and seeks to provide a unified approach to statewide transportation planning and policy. The recommendations give the people of California a guide for how Caltrans, along with other State, regional and local agencies, and individuals can contribute to transportation planning to help move toward our GHG reduction targets and the vision for a transportation system that is safe, sustainable, and globally competitive. These recommendations should be accompanied by implementation highlights and actions that could be implemented by all entities responsible for transportation planning, infrastructure development, and maintenance.

Greenhouse Gas Emissions Analysis

Pursuant to Government Code Section 65072.2, the CTP is required to identify a statewide, integrated, multimodal transportation system to achieve maximum feasible emissions reductions in order to attain a statewide reduction of GHG emissions to 1990 levels by 2020, and 80% below 1990 levels by 2050, taking into consideration: the use of alternative fuels, new vehicle technology, tailpipe emissions reductions, and the expansion of public transit, commuter rail, intercity rail, bicycling, and walking.

The succeeding modeling section will discuss in more detail how the GHG analysis should be carried out.

Overview of the Transportation System

The CTP serves to identify the 20-year "vision" for the State's transportation system. To achieve this, the CTP should give an overview of the current statewide, multimodal transportation system. Additionally, based on technology advances, the policy framework identified, and efforts to reduce GHG, this section of the plan should identify the changes to the system, and how it should look in the 20 year planning horizon to support future mobility needs. This discussion should center on the following system components at a minimum:

- State highway system
- Freight rail
- Sea ports
- International ports of entry
- High speed rail
- Interregional rail
- Airports
- Tribal transportation system
- Roads and streets
- Transit
- Land use

Technology

The CTP provides a long-range, 20-year vision for the transportation system and should identify technological innovations that are likely to shape the movement of people and freight. Innovative technology provides opportunities to maximize utilization of the existing transportation system. Such technologies increase throughput on the existing transportation system, allowing for faster, more efficient movement of people and goods. Technology is also changing how transportation systems are built and maintained. New materials and application methods are continually sought and developed to improve system performance and longevity, ultimately reducing costs to both transportation agencies and users.

The CTP should identify and discuss the possible technologies and associated infrastructure needs that will enhance Californians transportation experience over the horizon of the Plan. Some examples that were discussed in the CTP 2040 include:

- A mobile application that consolidates transit ticketing, routes, and timetables to promote user-friendly ridership is an example of streamlined technology.
- Connected vehicles that can wirelessly communicate with surrounding vehicles, transportation infrastructure, and personal mobile devices–and autonomous driverless vehicles.
- New pavement and application methods are continually sought and developed to improve system performance and longevity, ultimately reducing costs to both transportation agencies and users.
- A mobile application that consolidates transit ticketing, routes, and timetables to promote user-friendly ridership is an example of streamlined technology.
- Advances in wireless technologies and mobile applications for shared-use mobility have the capability to provide real-time information to efficiently source users to more mobility choices, improve road capacity and parking, reduce costs, and address last mile and first mile solutions.

EMERGING TRENDS

With the ever-evolving technological innovations, new transportation trends or existing trends will gain momentum going forward for the future iterations of the CTP, which is why it is important for decision makers to keep these trends in mind when creating new policies and programs. These trends will change the landscape and influence the transportation planning process from the State to regional and local levels of governments.

Identifying emerging trends and their policy implications through the long range planning process provides decision makers and planners with the opportunity to consider how these technologies will impact our transportation system by keeping up to date with the latest transportation designs and concepts that have the potential to greatly improve the safety and efficiency of the transportation system. These trends can help bring environmental and economic benefits to communities across the state all while having the allure to do so with limited funding resources through implementing new strategies and ways of thinking.

Some of these trends can help meet statewide goals such as those articulated in Executive Order (EO) S-3-05 and EO B-30-15 where both EOs put emphasis on reducing GHG emission levels. Also, these technological innovations can help meet state planning priorities as outlined in Government Code Section 65041.1 which include social equity, strengthen the economy, and help protect the environment.

The CTP should evaluate and discuss the possible emerging trends (and the associated infrastructure needs) that will enhance and innovate our current practices to better help plan the transportation network over the horizon of the plan. Some emerging trends that could be considered include:

- Shared-use mobility is growing interest in the transportation field as a solution to put fewer vehicles on the road. A multitude of these transportation services would include bike sharing, car sharing or ridesharing, transit, shuttle, and delivery services.

- Increased implementation of Transit-Oriented Development in communities can utilize urban infill to strategically build these transit stops in dense neighborhoods that have a mix of residential, retail and job centers allowing the public to walk and bike short distances.
- Mobility Hubs should be considered during future planning of major transit stations which will allow for seamless integration between various modes of transportation increasing the "first/last mile trip" options for users and help build an efficient multimodal network.
- Autonomous and Connected Vehicles being able to communicate with infrastructure and other vehicles will drastically improve the safety and efficiency on roadways.
- Alternative fuels and energy sources will be discovered in order to meet the States ambitious goals of drastically reducing GHG emissions and distancing our reliance on fossil fuel consumption.
- 3D printing has the potential to alter how goods are moved since this technology would allow companies to build products locally instead of having them shipped to markets.

PERFORMANCE MEASURES

Pursuant to Government Code Section 65072(a) the CTP is required to identify system performance objectives. This requirement is met through the development and articulation of Performance Measures as part of the CTP. Transportation performance measures are an important part of an ongoing effort to learn from our past, our partners, and other state Department of Transportations (DOTs) about innovative ways to meet the transportation challenges of the future. California faces many of the same challenges as other states in the United States, including rapid growth, urbanization, congestion, climate change, increased freight traffic, and risks to pedestrian and bicycle safety. The State's effort is to meet these challenges by engaging decision makers to evaluate the multimodal system, government policies, and State and regional transportation plans for overall performance efficiency and effectiveness, and performance measures. These measures are data-driven, typically quantifiable to develop a baseline to monitor the progress of specific goals, objectives and desirable outcomes. Examples of these performance measures that State, regional and local agencies use are transit accessibility, vehicle miles traveled (VMT) per capita and land uses to name a few.

The CTP is a statewide coordinated long-range plan that is mandated by the Surface Transportation Act, which provides an overarching comprehensive multimodal framework that includes performance based recommendations and feasible outcomes in meeting state-specific SB 391 (Liu) statewide GHG targets. The Surface Transportation Act, Moving Ahead for Progress in the 21st Century (MAP-21), established the federal mandated performance and outcome-based multimodal program policy for developing performance measures and targets. MAP-21 was reauthorized as the Surface Transportation Act, Fixing America's Surface Transportation Act (FAST Act) that requires Tribal Nations, State, regional, and local agencies to work together to achieve individual targets and goals established by MAP-21, which are as follows: Safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. The new Act however modifies certain federal transportation programs allowing streamlined approval process for new transportation projects that encourage consideration intermodal facilities such as intercity rail and buses. This will provide new tools for safety improvements, development of new programs, and advancing crucial freight projects among others.

Benchmarks

Benchmarks help establish a baseline, typically quantifiable, and track implementation in meeting these performance measures and goals. This allows the Caltrans to analyze key performance measures and compare them externally with other state transportation departments and against nationally recognized best practices in order to improve the Caltrans' performance targets and goals. Internally, Caltrans should compare current year's performance with baseline or previous year's data, which allows a reflective approach towards improvement for effectiveness and efficiency of safety, infrastructure condition, congestion reduction, economic vitality, environmental sustainability, system reliability, freight movement, and reduced project delivery delays.

Targets

Specific performance targets should be identified and will establish a consistent, flexible, and effective gauge that shows the progress of key performance measure indicators and goals that Caltrans and its transportation partners has set forth to accomplish an integrated sustainable multimodal transportation system within California.

Monitoring

Performance monitoring is important for the Caltrans to observe key indicators and trends in areas, such as housing, air quality, public safety and employment. Monitoring is an ongoing process that evaluates the defined performance measure of a particular indicator or indicators that generate feedback and a performance report captures the measured data and draws conclusions from the collected data. For instance, a performance measure that deals with a large number of indicators where a strategy is considered, is categorized for easy navigation when monitoring the impacts. How the data relates to specific transportation programs and investments is either determined to achieve or not achieve its performance target. This information allows for adjustments through reexamination, refinement, and calibration of planning tools and such that improves desirable performance to meet the specified performance target or goal.

MODELING

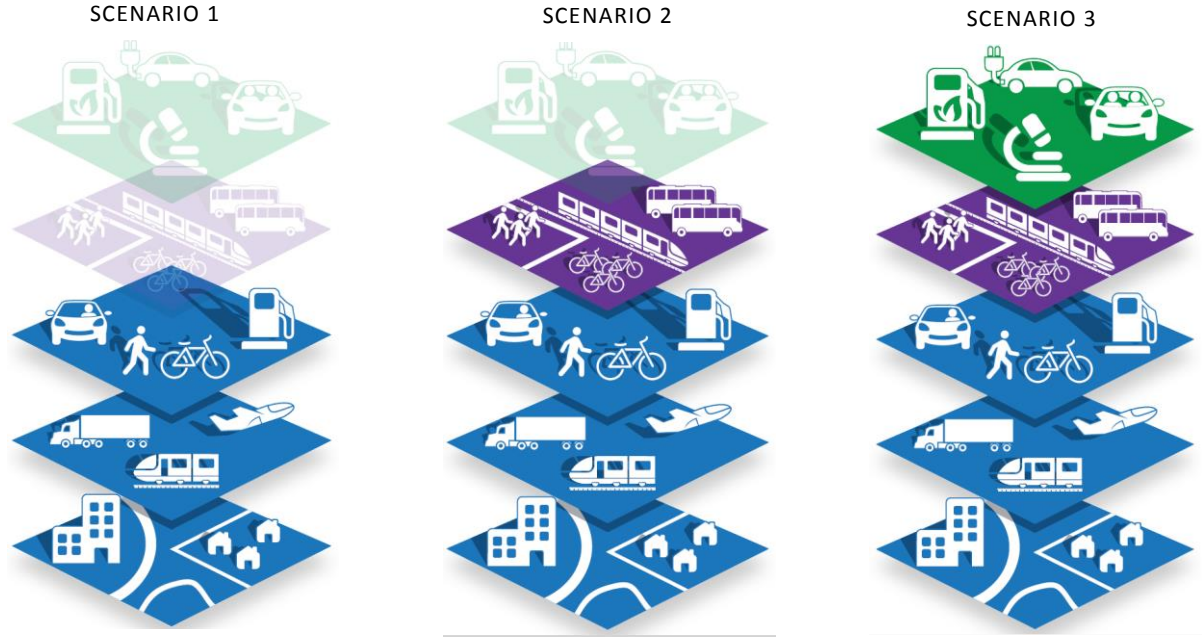
Due to the analysis requirements put forth by SB 391, the CSTDM should be used to analyze future VMT and GHG levels. The CSTDM is a multimodal, tour-based, travel demand model covering the entire State. It represents both personal and commercial travel, and incorporates the statewide networks for roads, rail, bus, and air travel. CSTDM helps Caltrans evaluate current and future transportation related trends, and aids the CTP in the effort to develop various transportation scenarios that forecast VMT and GHG levels based on assumptions and strategies used. This model should be used as a key tool for the CTP in addressing emissions and GHG analysis, which will be utilized by partner agencies to meet the requirements for AB 32, SB 375, and SB 391.

Furthermore, the outputs of the CSTDM should be fed into other models that are able to forecast economic impacts of strategies and assumptions, as well as vehicle technology, vehicle efficiency, alternative fuels, and activity changes, and evaluates their impacts on emissions above and beyond on-road diesel fleet rules, Advanced Clean Car Standards, and the Low-Carbon Fuel Standard required by SB 391.

SCENARIO DEVELOPMENT

The CTP should develop multiple modeling scenarios that use various transportation assumptions and strategies that show future VMT and GHG levels. Each modeling scenario should build upon the assumptions of the previous, and all should share a base year to be the starting point of the analysis. **Figure 5** shows an example of each scenario building upon the previous scenario's assumptions.

FIGURE 5 SCENARIOS FROM THE CTP 2040



CURRENT MPO AND STATE MODAL PLANS

CURRENT PLANS + PROPOSED TRANSPORTATION EFFICIENCY STRATEGIES

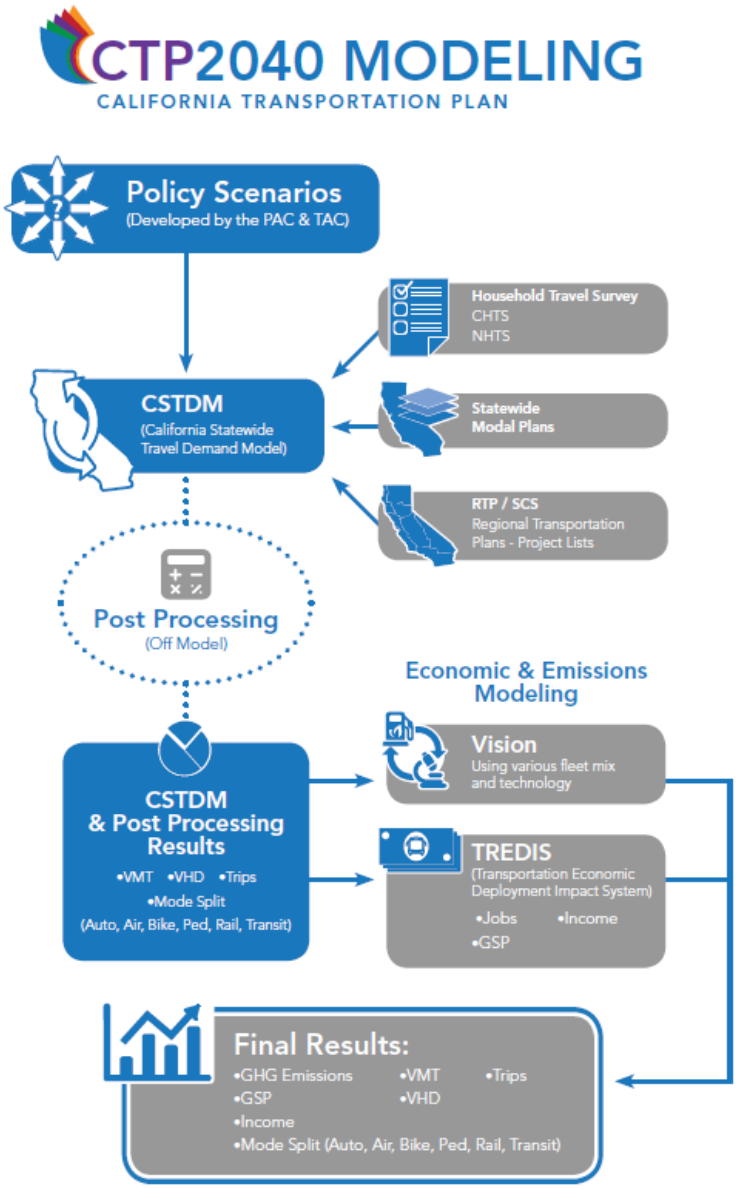
CURRENT PLANS + PROPOSED STRATEGIES + NEW VEHICLE TECHNOLOGIES

Modeling Methods

The California Household Travel Survey (CHTS), United States Census, and assumptions from California's MPO SCSs, combined with the policy scenarios that should be developed with the input of a Policy Advisory Committee (PAC) and Technical Advisory Committee (TAC), all should contribute to the VMT, Vehicle Hours of Delay (VHD), trips, and mode split that the CSTDM generates for its model runs. These results should then be inputted into economic and emissions models to obtain the economic impacts and GHG reductions of the developed scenarios.

Figure 6 below illustrates how the modeling process should work, and also displays ARB's Vision model and the Transportation Economic Deployment System (TREDIS) model that were used to show the economic impacts and GHG reductions based on the assumptions and strategies used for each scenario in the CTP 2040.

FIGURE 6 CTP 2040 MODELING



SECTION 3 | CONSULTATION, COORDINATION, AND ENGAGEMENT

Federal laws and regulations require public involvement during the transportation planning and decision making process. These laws and regulations come from legislation typically passed every six years that accompanies "reauthorization" of new federal transportation funding. The most recent reauthorization in 2015, Surface Transportation Act, Fixing America's Surface Transportation Act (FAST Act), affirms the emphasis on providing early and continuous opportunities for public engagement and requires the California Transportation Plan (CTP) to be developed in cooperation with the state's metropolitan planning organizations (MPOs), local transportation officials, Native American Tribal Governments, and other interested parties. Federal requirements related to public engagement in statewide planning are found within the context of 23 Code of Federal Regulations (CFR) Part 450 – Planning Assistance and Standards, Subpart B – Statewide Transportation Planning and Programming, §§ 450.200 – 450.224 (See Appendix A)

Along with FAST Act, Caltrans follows other laws and policies that support public involvement. These laws and policies include Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA), and Context Sensitive Solutions (CSS). CSS is a collaborative, inter-disciplinary approach to transportation decision making that involves all stakeholders, including the public.

The passage of Senate Bill (SB) 391 (Liu, 2009) amended California Streets and Highways Code Section 65073 requiring Caltrans to consult with and coordinate its activities with California Transportation Commission (CTC), Strategic Growth Council (SGC), State Air Resources Board (ARB), California Energy Commission (CEC), air quality management districts (AQMDs), and public transit operators, in addition to the already-required regional transportation planning agencies (RTPAs). Caltrans is also required to provide an opportunity for input by the general public.

The preparation of the CTP (Plan) must include extensive public outreach to engage participation throughout the transportation planning process to help determine the direction of the Plan. The CTP is the fundamental document that guides California's transportation future by defining the goals, policies and recommendations to achieve our collective transportation vision. Consultation, coordination, and engagement of the CTP influence long-range transportation policy, and ultimately, the investments made in California's transportation system.

An open and collaborative planning process should include input and guidance from the public, elected and appointed officials, community based organizations, stakeholders, and advisory committees assembled by Caltrans that includes members representing governmental agencies, tribal governments, and advocacy groups to address planning issues requiring policy and technical direction or resolution.

ADVISORY COMMITTEES

Caltrans should convene a Policy Advisory Committee (PAC) and a Technical Advisory Committee (TAC) to help guide the direction and development of the CTP. The primary role of the committees is to act in

an advisory capacity for the purpose of providing guidance, information, and approvals to Caltrans related to specialized transportation planning concerns and priorities throughout the development of the CTP. Representatives on these committees should include staff from regional and local governments, personnel from State and federal agencies, tribal representatives, transit providers, key stakeholders, and advocacy organizations who offer professional diversity in bringing together unique knowledge, skills, and expertise in the transportation sector. Consultation will provide an opportunity to evaluate the consistency of the CTP with relevant federal, State, and local long-range transportation plans, policies, and programs. Caltrans staff provides technical, administrative, and clerical support for these committees. Official posting of upcoming and archived meetings including agendas, minutes, and attachments as distributed to the committee should be available on the CTP website. Details on committee activities and purpose should be affirmed in the development of each committee's Roles and Responsibilities Guidelines.

PAC

The PAC should be comprised of a diverse group of representatives in the transportation profession from various governmental agencies, stakeholders, and advocacy groups who provide guidance, direction, and necessary approvals in the development of the CTP vision and supporting goals, policies, and recommendations for California's long-term multimodal transportation service needs and investments. The PAC should meet regularly in face-to-face meetings at a specific location throughout the development of the CTP, or consider other techniques for ensuring dialogue.

TAC

The TAC should include technical staff from governmental agencies, key stakeholders, and consultants to help introduce evaluation criteria on the development and analysis of modeling assumptions and alternative scenarios in meeting the State's future multimodal mobility needs and GHG emission reduction targets. The TAC should meet regularly at a specific location throughout the development of the CTP, or consider other techniques for ensuring dialogue.

Consultation and Coordination with Native American Tribal Governments

Caltrans is committed to fostering a positive working relationship with California's federally recognized tribal governments and ensuring the inherent rights and interests of Native American tribes are considered and addressed in Caltrans transportation planning and decision-making process through government-to-government consultation.

Government-to-government consultation refers to consultation between a designated tribal representative and a designated representative from Caltrans. Therefore, during the development of the CTP, meaningful and consistent consultation and coordination represents a unique relationship between Caltrans and Native American Tribes that ensures transportation decisions reflect tribal values and interests, and that the CTP be consistent with similar documents prepared by Native American Tribes.

Currently there are 110 federally recognized tribes in California. The federally recognized Tribal Governments hold inherent power of limited sovereignty and are charged with the same responsibility as other governmental authorities. In addition, California is home to the largest Native American population in the country, including non-federally recognized tribes, and urban Indian communities.

During the development of the CTP, Caltrans should establish a government-to-government relationship with each tribe. This refers to the protocol for communicating between Caltrans and Tribal Governments as sovereign nations. The initial point of contact for Tribal Governments should be the Chairperson for the tribe.

Caltrans should develop protocol and communication methods for outreach and consultation with the Tribal Governments. However, these protocol/communication methods should be reevaluated if Caltrans is unsuccessful in obtaining a response during the development of the CTP.

The CTP should include documentation of the consultation process including the efforts in establishing channels of communication. For further information and assistance in the consultation process, contact the Caltrans Native American Liaison Branch (NALB).

Federal Requirements

23 United States Code (USC) part 135 (f)(2)(C) requires the CTP be developed in consultation with tribal governments and the Secretary of the Interior. In addition, consultation shall provide an opportunity to ensure consistency between the CTP and tribal long-range transportation plans developed under 25 CRF part 170.

State Requirements

California Government Code §65352.4 defines "consultation" as a meaningful and timely process of seeking, discussing, and considering carefully the views of others, in a manner that is cognizant of all parties' cultural values and, where feasible, seeking agreement. Consultation between government agencies and Native American tribes shall be conducted in a way that is mutually respectful of each party's sovereignty. Consultation shall also recognize the tribes' potential needs for confidentiality with respect to places that have traditional tribal cultural significance.

Caltrans Native American Liaison Branch

The NALB serves in an advisory capacity to the Director of Caltrans to strengthen and maintain government-to-government working relationships with Tribal Governments throughout California. The NALB also serves as staff to the Director's Native American Advisory Committee (NAAC), which advises the Caltrans Director regarding matters of interest or concern to the Tribes and their constituents. The NAAC provides an excellent avenue for early and continuous consultation and coordination throughout the transportation planning and decision-making process to ensure tribal perspectives and priorities are considered and addressed. It is important to note that the NAAC does not constitute a “consultation” with Tribes. An important adjunct to this committee is electing a tribal representative to participate on the CTP PAC as an advocate for the Native American Tribes and communities.

Agency Collaboration (SB 391)

SB 391 amended Section 65073 of the California Government Code related to transportation planning requiring Caltrans to consult and coordinate its activities with, and to make a draft of the proposed CTP including each update available to the following specific entities for review and comment:

- California Transportation Commission (CTC)
- Strategic Growth Council (SGC)
- California Air Resources Board (ARB)
- California Energy Commission (CEC)
- Air Quality Management Districts (AQMD)
- Public Transit Operators
- Regional Transportation Planning Agencies (RTPAs)

This list reflects SB 391 and is not exhaustive of the entities that should be involved in the planning process.

Public and Stakeholder Engagement

Meaningful and consistent outreach and coordination are vital components of the transportation planning process. Gathering input from a broad spectrum of transportation partners, stakeholders, and the public brings an assortment of perspectives and ideas into the decision-making process that reflects community values and interests which in turn can influence transportation policy and, ultimately, decisions on how transportation funds are invested.

Creating the CTP involves ongoing public and stakeholder feedback. The Caltrans "Public Participation Plan (PPP) for the CTP and Federal Statewide Transportation Improvement Program" supports the Caltrans' Mission to involve the public in transportation decision-making and responds to federal laws and regulations that emphasize public engagement. The PPP is a valuable resource that provides a framework for how to engage the general public and stakeholders throughout the development of the CTP.

Outreach Methods and Techniques

Caltrans should consider a variety of outreach methods and techniques throughout the CTP planning process. The methods selected should provide the ability to engage the public – including low-income, people of color, and underserved populations, as well as persons with disabilities, youth, and the elderly. To promote engagement, materials should be presented in a clear, understandable, and accessible format. The use of new and emerging innovative outreach tools and techniques should be considered to target a wide variety of participants as defined in federal and state regulations. To ensure the public that their input counts, Caltrans should review and provide appropriate follow-up responses in a timely matter.

Outreach methods and techniques used for the CTP should communicate information and gather feedback through a user-friendly and interactive website, social media, focus groups, public workshops, webinars, videos, electronic mail, printed materials and other media, presentation, and surveys, or other practices that allow specific input on long-range plan elements. For future CTP updates, the PPP offers guidance and valuable insight for outreach methods, techniques, and strategies for involving the public in the planning process.

SECTION 4 | PLAN ADOPTION

FINAL REVIEW

Pursuant to Cal. Gov't. Code Sec. 65073, Caltrans shall consult with, coordinate its activities with, and make a draft of its proposed plan, and each update, available to the following specified entities for review and comment. This following list reflects SB 391 and is not exhaustive of the entities that should be involved in the planning process.

- California Transportation Commission (CTC)
- Strategic Growth Council (SGC)
- California Air Resources Board (ARB)
- California Energy Commission (CEC)
- Air Quality Management Districts (AQMDs)
- Public Transit Operators
- Regional Transportation Planning Agencies (RTPAs)

In addition, Caltrans shall also provide an opportunity for input by the general public. The draft plan and each update is available through a notice for a 30-day public review and comment period that solicits and gathers broad input in written or electronic form. Caltrans analyzes the submissions for possible inclusion in the final draft California Transportation Plan (CTP) and posts the submissions on the CTP website.

Prior to adopting the plan or update, the Caltrans shall make a final draft available to the Legislature and Governor for review and comment. The CTC may present the results of its review and comment to the Legislature and the Governor.

The California Transportation Agency (CalSTA) was created in July 2013 by Governor Edmund G. Brown Jr.'s government reorganization, which consolidated the State's transportation entities into one agency with the intent of focusing on California's transportation needs. As a result, CalSTA is responsible for oversight of eight transportation-related entities within the State government – one of them being Caltrans. Therefore, CalSTA must be directly involved throughout the CTP transportation planning and approval process.

FINAL ADOPTION

Caltrans must prepare and submit an Issue Memo to CalSTA requesting approval of the CTP and signature of transmittal letters to the Legislature and the Secretary of the United State Department of Transportation (USDOT).

Pursuant to Cal. Gov't. Code Sec. 65073, the Governor shall adopt the plan and submit the plan to the California State Legislature and the Secretary of the USDOT. Historically, the Agency Secretary has had delegated authority to approve and adopt the CTP on behalf of the Governor. Caltrans has then submitted the approved plan to the Legislature and the federal government.

ABBREVIATIONS AND ACRONYMS

AB	Assembly Bill
AQMD	Air Quality and Management Districts
ARB	Air Resources Board
CalSTA	California State Transportation Agency
Caltrans	California Department of Transportation
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFMP	California Freight Mobility Plan
CFR	Code of Federal Regulations
CHSRA	California High-Speed Rail Authority
CHTS	California Household Travel Survey
CIB	California Interregional Blueprint
CSBPP	California Statewide Bicycle and Pedestrian Plan
CSMP	Corridor System Management Plan
CSRP	California State Rail Plan
CSS	Context Sensitive Solutions
CSTDM	California Statewide Travel Demand Model
CTC	California Transportation Commission
CTP	California Transportation Plan
DSMP	District System Management Plan
EO	Executive Order
FAST Act	Surface Transportation Act, Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FSTIP	Federal Statewide Transportation Improvement Program
FTIP	Federal Transportation Improvement Program
FTA	Federal Transit Administration

GHG	Greenhouse gas
GO-Biz	Governor's Office of Business and Economic Development
GSP	Gross State Product
ISTEA	Intermodal Surface Transportation Efficiency Act
ITIP	Interregional Transportation Improvement Program
ITSP	Interregional Transportation Strategic Plan
LOS	Level of Service
MAP-21	Moving Ahead for Progress in the 21st Century
MPO	Metropolitan Planning Organization
NAAC	Caltrans Director's Native American Advisory Committee
NALB	Caltrans Native American Liaison Branch
OPR	Office of Planning and Research
PAC	Policy Advisory Committee
PID	Projection Initiation Document
PPP	Public Participation Plan
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SB	Senate Bill
SCS	Sustainable Communities Strategy
SGC	Strategic Growth Council
SHOPP	State Highway Operations Protection Program
STIP	State Transportation Improvement Program
TAC	Technical Advisory Committee
TREDIS	Transportation Economic Development
USC	United States Code
USDOT	United States Department of Transportation
VHD	Vehicle Hours of Delay

VMT	Vehicle Miles Traveled

APPENDIX A FEDERAL AND STATE PLANNING REGULATIONS

(Placeholder for actual legislation)

APPENDIX B CTP LEGISLATIVE CHECKLIST

The California Transportation Plan (CTP) is prepared pursuant to California Government Code §65070-65074 and §450.214 of Title 23 of the Code of Federal Regulations (CFR), which implements §135 of Title 23 of the United State Code (USC). A comprehensive list of these federal and state requirements are contained here in Appendix B. -The questions following code below should act as a checklist or guide to help ensure that all federal and state requirements regarding the development of the CTP are met.

FEDERAL: 23 CFR PART 450, SUBPART B – STATEWIDE TRANSPORTATION PLANNING AND PROGRAMMING

§450.214 DEVELOPMENT AND CONTENT OF THE LONG-RANGE STATEWIDE TRANSPORTATION PLAN.

(a) The State shall develop a long-range statewide transportation plan, with a minimum 20-year forecast period at the time of adoption that provides for the development and implementation of the multimodal transportation system for the State. The long-range statewide transportation plan shall consider and include, as applicable, elements and connections between public transportation, non-motorized modes, rail, commercial motor vehicle, waterway, and aviation facilities, particularly with respect to intercity travel.

- ✓ Does the CTP cover a minimum 20-year forecast period?
- ✓ Does the CTP consider connectivity between public transportation, non-motorized modes, rail, commercial motor vehicle, waterway, and aviation facilities, particularly with respect to intercity travel?

(b) The long-range statewide transportation plan should include capital, operations and management strategies, investments, procedures, and other measures to ensure the preservation and most efficient use of the existing transportation system. The long-range statewide transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the State's transportation system.

- ✓ Does the CTP include strategies that address the preservation, maintenance, and rehabilitation of the existing transportation system?

(c) The long-range statewide transportation plan shall reference, summarize, or contain any applicable short-range planning studies; strategic planning and/or policy studies; transportation needs studies; management systems reports; emergency relief and disaster preparedness plans; and any statements of policies, goals, and objectives on issues (e.g., transportation, safety, economic development, social and

environmental effects, or energy) that were relevant to the development of the long-range statewide transportation plan.

- ✓ Does the CTP integrate other agency plans, studies, and reports, including policy, goals, and objectives on issues related to transportation, safety, economic development, social and environmental effects, or energy that were relevant to the development of the CTP?

(d) The long-range statewide transportation plan should include a safety element that incorporates or summarizes the priorities, goals, countermeasures, or projects contained in the Strategic Highway Safety Plan required by 23 U.S.C. 148.

- ✓ Does the CTP include a safety element associated with the "California Strategic Highway Safety Plan" as required by 23 U.S.C. §148: Highway Safety Improvement Program?

(e) The long-range statewide transportation plan should include a security element that incorporates or summarizes the priorities, goals, or projects set forth in other transit safety and security planning and review processes, plans, and programs, as appropriate.

- ✓ Does the CTP include a security element associated with transit safety and security planning and review processes, plans and programs?

(f) Within each metropolitan area of the State, the long-range statewide transportation plan shall be developed in cooperation with the affected Metropolitan Transportation Organizations (MPOs).

- ✓ Does the development of the CTP include consultation and coordination with MPOs?

(g) For non-metropolitan areas, the long-range statewide transportation plan shall be developed in consultation with affected non-metropolitan officials with responsibility for transportation using the State's consultation process(es) established under §450.210(b).

- ✓ Does the development of the CTP include consultation and coordination with non-metropolitan local officials as required by 23 C.F.R. §450.210(b)? (See Appendix C, 23 CFR 450.210)

(h) For each area of the State under the jurisdiction of an Indian Tribal government, the long-range statewide transportation plan shall be developed in consultation with the Tribal government and the Secretary of the Interior consistent with §450.210(c).

- ✓ Does the development of the CTP include consultation and coordination with tribal governments and the secretary of the interior consistent with 23 C.F.R. §450.210(c)? (See Appendix C, 23 CFR 450.210)

(i) The long-range statewide transportation plan shall be developed, as appropriate, in consultation with State, Tribal, and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. This consultation shall involve comparison of transportation plans to State and Tribal conservation plans or maps, if available, and comparison of transportation plans to inventories of natural or historic resources, if available.

- ✓ Does the development of the CTP include consultation and coordination with State, Tribal, and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation?
- ✓ Does the CTP include a comparison to State and Tribal conservation plans and map, and inventories of natural and historic resources?

(j) A long-range statewide transportation plan shall include a discussion of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the long-range statewide transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The State may establish reasonable timeframes for performing this consultation.

- ✓ Does the CTP include a discussion of potential environmental mitigation activities?
- ✓ Does the CTP environmental mitigation activities discussion include consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies?

(k) In developing and updating the long-range statewide transportation plan, the State shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, providers of freight transportation services, and other interested parties with a reasonable opportunity to comment on the proposed long-range statewide transportation plan. In carrying out these requirements, the State shall, to the maximum extent practicable, utilize the public involvement process described under §450.210(a).

- ✓ Does the CTP provide stakeholder and public input as described in the public involvement process described under 23 C.F.R. §450.210(a)? (See Appendix C, 23 CFR 450.210)

(l) The long-range statewide transportation plan may (but is not required to) include a financial plan that demonstrates how the adopted long-range statewide transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any additional financing strategies for needed projects and programs. In addition, for illustrative purposes, the financial plan may (but is not required to) include additional projects that would be included in the adopted long-range statewide transportation plan if additional resources beyond those identified in the financial plan were to become available.

- ✓ Not applicable per Cal. Gov't Code §65072 (b)

(m) The State shall not be required to select any project from the illustrative list of additional projects included in the financial plan described in paragraph (l) of this section.

- ✓ Not applicable per Cal. Gov't Code §65072 (b)

(n) The long-range statewide transportation plan shall be published or otherwise made available, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, as described in §450.210(a).

- ✓ Is the CTP available in electronically accessible formats and means, such as the World Wide Web as described in 23 C.F.R. §450.210 (a)? (See Appendix C, 23 CFR 450.210)

(o) The State shall continually evaluate, revise, and periodically update the long-range statewide transportation plan, as appropriate, using the procedures in this section for development and establishment of the long-range statewide transportation plan.

- ✓ Cal. Gov't. Code §65071 requires the completion of the CTP by December 31, 2015, and updated every five years thereafter.

(p) Copies of any new or amended long-range statewide transportation plan documents shall be provided to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for informational purposes.

- ✓ Has a copy of the new, updated, or amended CTP been provided to FHWA and FTA?

STATE: GOVERNMENT CODE SECTION 65070-65074

65070. (a) The Legislature finds and declares, consistent with Section 65088, that it is in the interest of the State of California to have an integrated State and regional transportation planning process. It further finds that federal law mandates the development of a State and regional long-range transportation plan as a prerequisite for receipt of federal transportation funds. It is the intent of the Legislature that the preparation of these plans shall be a cooperative process involving local and regional government, transit operators, congestion management agencies, and the goods movement industry and that the process be a continuation of activities performed by each entity and be performed without any additional cost.

- ✓ Does the preparation of the CTP include a cooperative process involving local and regional government, transit operators, congestion management agencies, and the goods movement industry and that the process be a continuation of activities performed by each entity and be performed without any additional cost?

(b) The Legislature further finds and declares that the last attempt to prepare a CTP occurred between 1973 and 1977 and resulted in the expenditure of over eighty million dollars ($80,000,000) in public funds and did not produce a usable document. As a consequence of that, the legislature delegated responsibility for long-range transportation planning to the regional planning agencies and adopted a seven-year programming cycle instead of a longer range planning process for the state.

- ✓ Not Applicable

(c) The Legislature further finds and declares that the Transportation Blueprint for the Twenty-First Century (Chapters 105 and 106 of the Statutes of 1989) is a long-range state transportation plan that includes a financial plan and a continuing planning process through the preparation of congestion management plans and regional transportation plans, and identifies major interregional road networks and passenger rail corridors for the state.

- ✓ Not Applicable

65071. The department shall update the CTP consistent with this chapter. The first update shall be completed by December 31, 2015. The plan shall be updated every five years thereafter.

- ✓ Is the CTP on schedule for meeting the required five year update cycle beginning December 31, 2015?

65072. The CTP shall include all of the following:

(a) A policy element that describes the state's transportation policies and system performance objectives. These policies and objectives shall be consistent with legislative intent described in Sections 14000, 14000.5, 14000.6, and 65088.

- ✓ Does the CTP include a policy element?

(b) A strategies element that shall incorporate the broad system concepts and strategies synthesized from the adopted regional transportation plans prepared pursuant to Section 65080. The CTP shall not be project specific.

- ✓ Does the CTP include a strategies element?

(c) A recommendations element that includes economic forecasts and recommendations to the Legislature and the Governor to achieve the plan's broad system concepts, strategies, and performance objectives.

- ✓ Does the CTP include a recommendation element?

65072.1. The CTP shall consider all of the following subject areas for the movement of people and freight:

a) Mobility and accessibility.
b) Integration and connectivity.
c) Efficient system management and operation.
d) Existing system preservation.
e) Safety and security.
f) Economic development, including productivity and efficiency.
g) Environmental protection and quality of life.

- ✓ Does the CTP consider a-g above?

65072.2. In developing the CTP pursuant to Sections 65072 and 65072.1, the department shall address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas (GHG) emissions to 1990 levels by 2020 as required by the California Global Warming Solutions Act of 2006 (Division 25.5 (commencing with Section 38500) of the Health and Safety Code), and 80 percent below 1990 levels by 2050, taking into consideration the use of alternative fuels, new vehicle technology, tailpipe emissions reductions, and expansion of public transit, commuter rail, intercity rail, bicycling, and walking. The plan shall identify the statewide integrated multimodal transportation system needed to achieve these results. The department shall complete an interim

report by December 31, 2012, which shall include a list and provide an overview of all sustainable communities strategies and alternative planning strategies prepared pursuant to paragraph (2) of subdivision (b) of Section 65080, and shall assess how implementation of the sustainable communities strategies and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system. The department shall submit the interim report to the California Transportation Commission (CTC) and to the Chairs of the Senate Committee on Transportation and Housing, the Senate Committee on Environmental Quality, the Senate Committee on Local Government, the Assembly Committee on Transportation, the Assembly Committee on Natural Resources, and the Assembly Committee on Local Government.

- ✓ Does the CTP address how the state will achieve statewide GHG emissions reductions to 1990 levels by 2020, and 80 percent below 1990 levels by 2050, taking into consideration the use of alternative fuels, new vehicle technology, tailpipe emissions reductions, and expansion of public transit, commuter rail, intercity rail, bicycling, and walking.
- ✓ Does the CTP identify the statewide, integrated multimodal transportation system needed to achieve the maximum feasible GHG emission reductions?

NOTE: The California Interregional Blueprint (CIB) Interim report was completed December 2012

65073. The department shall consult with, coordinate its activities with, and make a draft of its proposed plan, and each update, available to the CTC, the Strategic Growth Council (SGC), the State Air Resources Board (ARB), the State Energy Resources Conservation and Development Commission, the air quality management districts (AQMD), public transit operators, and the regional transportation planning agencies (RTPAs) for review and comment. The department shall also provide an opportunity for input by the general public. Prior to adopting the plan or update, the department shall make a final draft available to the Legislature and Governor for review and comment. The CTC may present the results of its review and comment to the Legislature and the Governor. The Governor shall adopt the plan and submit the plan to the Legislature and the Secretary of the United States Department of Transportation (USDOT).

- ✓ Did the development of the CTP include consultation and opportunities for review and comment with the CTC, SGC, State ARB, California Energy Commission (CEC), AQMD, public transit operators, and RTPAs?
- ✓ Did the development of the CTP include input by the general public?
- ✓ Did the Legislature and Governor have an opportunity to review and comment on the final draft CTP?
- ✓ Did the Governor adopt the final CTP and submit copies to the Legislature and USDOT Secretary?

65073.1. The CTC shall review recommendations in the update to the CTP prepared by the department in 2015, and every five years thereafter, and prepare specific, action-oriented, and pragmatic recommendations for transportation system improvements. A report containing the specific recommendations shall be submitted to the Legislature and the Governor by December 31, 2016, and every five years thereafter, and in compliance with Section 9795.

- ✓ Did the CTC have an opportunity to review and comment on the draft CTP and submit a report of recommendations to the Legislature and Governor?

65074. The Department shall prepare, in cooperation with the metropolitan planning agencies, a Federal Statewide Transportation Improvement Program (FSTIP) in accordance with subsection (g) of Section 135 of Title 23 of the United States Code. The FSTIP shall be submitted by the department to the United States Secretary of Transportation, by not later than December 1 of each even-numbered year.

- ✓ Not Applicable

APPENDIX C

APPENDIX 23 CFR 450.214

§ 450.214 DEVELOPMENT AND CONTENT OF THE LONG-RANGE STATEWIDE TRANSPORTATION PLAN.

(a) The State shall develop a long-range statewide transportation plan, with a minimum 20-year forecast period at the time of adoption that provides for the development and implementation of the multimodal transportation system for the State. The long-range statewide transportation plan shall consider and include, as applicable, elements and connections between public transportation, non-motorized modes, rail, commercial motor vehicle, waterway, and aviation facilities, particularly with respect to intercity travel.

(b) The long-range statewide transportation plan should include capital, operations and management strategies, investments, procedures, and other measures to ensure the preservation and most efficient use of the existing transportation system. The long-range statewide transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the State's transportation system.

(c) The long-range statewide transportation plan shall reference, summarize, or contain any applicable short-range planning studies; strategic planning and/or policy studies; transportation needs studies; management systems reports; emergency relief and disaster preparedness plans; and any statements of policies, goals, and objectives on issues (e.g., transportation, safety, economic development, social and environmental effects, or energy) that were relevant to the development of the long-range statewide transportation plan.

(d) The long-range statewide transportation plan should include a safety element that incorporates or summarizes the priorities, goals, countermeasures, or projects contained in the Strategic Highway Safety Plan required by 23 U.S.C. 148.

(e) The long-range statewide transportation plan should include a security element that incorporates or summarizes the priorities, goals, or projects set forth in other transit safety and security planning and review processes, plans, and programs, as appropriate.

(f) Within each metropolitan area of the State, the long-range statewide transportation plan shall be developed in cooperation with the affected Metropolitan Planning Organizations (MPOs).

(g) For non-metropolitan areas, the long-range statewide transportation plan shall be developed in consultation with affected non-metropolitan officials with responsibility for transportation using the State's consultation process established under § 450.210(b).

(h) For each area of the State under the jurisdiction of an Indian Tribal government, the long-range statewide transportation plan shall be developed in consultation with the Tribal government and the Secretary of the Interior consistent with § 450.210(c).

(i) The long-range statewide transportation plan shall be developed, as appropriate, in consultation with State, Tribal, and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. This consultation shall involve comparison of transportation plans to State and Tribal conservation plans or maps, if available, and comparison of transportation plans to inventories of natural or historic resources, if available.

(j) A long-range statewide transportation plan shall include a discussion of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the long-range statewide transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The State may establish reasonable timeframes for performing this consultation.

(k) In developing and updating the long-range statewide transportation plan, the State shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, providers of freight transportation services, and other interested parties with a reasonable opportunity to comment on the proposed long-range statewide transportation plan. In carrying out these requirements, the State shall, to the maximum extent practicable, utilize the public involvement process described under § 450.210(a).

(l) The long-range statewide transportation plan may (but is not required to) include a financial plan that demonstrates how the adopted long-range statewide transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any additional financing strategies for needed projects and programs. In addition, for illustrative purposes, the financial plan may (but is not required to) include additional projects that would be included in the adopted long-range statewide transportation plan if additional resources beyond those identified in the financial plan were to become available.

(m) The State shall not be required to select any project from the illustrative list of additional projects included in the financial plan described in paragraph (l) of this section.

(n) The long-range statewide transportation plan shall be published or otherwise made available, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, as described in § 450.210(a).

(o) The State shall continually evaluate, revise, and periodically update the long-range statewide transportation plan, as appropriate, using the procedures in this section for development and establishment of the long-range statewide transportation plan.

(p) Copies of any new or amended long-range statewide transportation plan documents shall be provided to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for informational purposes.

APPENDIX 23 CFR 450.210

§450.210 INTERESTED PARTIES, PUBLIC INVOLVEMENT, AND CONSULTATION.

(a) In carrying out the statewide transportation planning process, including development of the long-range statewide transportation plan and the Statewide Transportation Improvement Program (STIP), the State shall develop and use a documented public involvement process that provides opportunities for public review and comment at key decision points.

(1) The State's public involvement process at a minimum shall:

(i) Establish early and continuous public involvement opportunities that provide timely information about transportation issues and decision making processes to citizens, affected public agencies, representatives of public transportation employees, freight shippers, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, providers of freight transportation services, and other interested parties;

(ii) Provide reasonable public access to technical and policy information used in the development of the long-range statewide transportation plan and the STIP;

(iii) Provide adequate public notice of public involvement activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed long-range statewide transportation plan and STIP;

(iv) To the maximum extent practicable, ensure that public meetings are held at convenient and accessible locations and times;

(v) To the maximum extent practicable, use visualization techniques to describe the proposed long-range statewide transportation plan and supporting studies;

(vi) To the maximum extent practicable, make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information;

(vii) Demonstrate explicit consideration and response to public input during the development of the long-range statewide transportation plan and STIP;

(viii) Include a process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services; and

(ix) Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate.

(2) The State shall provide for public comment on existing and proposed processes for public involvement in the development of the long-range statewide transportation plan and the STIP. At a minimum, the State shall allow 45 calendar days for public review and written comment before the procedures and any major revisions to existing procedures are adopted. The State shall provide copies of the approved public involvement process document(s) to the FHWA and the FTA for informational purposes.

(b) The State shall provide for non-metropolitan local official participation in the development of the long-range statewide transportation plan and the STIP. The State shall have a documented process(es) for consulting with non-metropolitan local officials representing units of general purpose local government and/or local officials with responsibility for transportation that is separate and discrete from the public involvement process and provides an opportunity for their participation in the development of the long-range statewide transportation plan and the STIP. Although the FHWA and the FTA shall not review or approve this consultation process, copies of the process document(s) shall be provided to the FHWA and the FTA for informational purposes.

(1) At least once every five years (as of February 24, 2006), the State shall review and solicit comments from non-metropolitan local officials and other interested parties for a period of not less than 60 calendar days regarding the effectiveness of the consultation process and any proposed changes. A specific request for comments shall be directed to the State association of counties, State municipal league, regional planning agencies, or directly to non-metropolitan local officials.

(2) The State, at its discretion, shall be responsible for determining whether to adopt any proposed changes. If a proposed change is not adopted, the State shall make publicly available its reasons for not accepting the proposed change, including notification to non-metropolitan local officials or their associations.

(c) For each area of the State under the jurisdiction of an Indian Tribal government, the State shall develop the long-range statewide transportation plan and STIP in consultation with the Tribal government and the Secretary of Interior. States shall, to the extent practicable, develop a documented process that outlines roles, responsibilities, and key decision points for consulting with Indian Tribal governments and Federal land management agencies in the development of the long-range statewide transportation plan and the STIP.

APPENDIX (GOV'T CODE SEC. 65088)

65088. The Legislature finds and declares all of the following:

(a) Although California's economy is critically dependent upon transportation, its current transportation system relies primarily upon a street and highway system designed to accommodate far fewer vehicles than are currently using the system.

(b) California's transportation system is characterized by fragmented planning, both among jurisdictions involved and among the means of available transport.

(c) The lack of an integrated system and the increase in the number of vehicles are causing traffic congestion that each day results in 400,000 hours lost in traffic, 200 tons of pollutants released into the air we breathe, and three million one hundred thousand dollars ($3,100,000) added costs to the motoring public.

(d) To keep California moving, all methods and means of transport between major destinations must be coordinated to connect our vital economic and population centers.

(e) In order to develop the California economy to its full potential, it is intended that federal, state, and local agencies join with transit districts, business, private and environmental interests to develop and implement comprehensive strategies needed to develop appropriate responses to transportation needs.

(f) In addition to solving California's traffic congestion crisis, rebuilding California's cities and suburbs, particularly with affordable housing and more walkable neighborhoods, is an important part of accommodating future increases in the state's population because homeownership is only now available to most Californians who are on the fringes of metropolitan areas and far from employment centers.

(g) The Legislature intends to do everything within its power to remove regulatory barriers around the development of infill housing, transit-oriented development, and mixed use commercial development in order to reduce regional traffic congestion and provide more housing choices for all Californians.

(h) The removal of regulatory barriers to promote infill housing, transit-oriented development, or mixed use commercial development does not preclude a city or county from holding a public hearing nor finding that an individual infill project would be adversely impacted by the surrounding environment or transportation patterns.

APPENDIX (GOV'T CODE SEC. 14000-1400.6)

14000. The Legislature hereby finds and declares as follows:

(a) Continued growth in transport demand resulting from population growth, concentration of population in urban areas, and increasing mobility requirements indicate a need for innovative, as well as improved, systems to accommodate increased demand.

(b) The diversity of conditions in California is such as to require a variety of solutions to transportation problems within various areas of the state. Differences in population levels and densities, living patterns, social conditions, topography, climate, environmental circumstances, and other factors should be recognized in determining appropriate solutions to transportation problems in the various areas. Particular attention must be given to differences among the metropolitan, the less urbanized, and the more rural areas of the state. In some cases, future demands, particularly in urban corridors, may prove to be beyond the practical capabilities of a highway solution; while in other cases, environmental conditions may rule out a highway solution. In still other cases, heavy reliance upon highway transportation may prove to be satisfactory for the foreseeable future. Clearly, the appropriate mix of transportation modes throughout California to provide economical and efficient transportation service consistent with desires for mobility, will vary markedly from time to time and from area to area within the state.

In all cases, 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 statewide interests.

(c) A goal of the state is to provide adequate, safe, and efficient transportation facilities and services for the movement of people and goods at reasonable cost. The provision of adequate transportation services for persons not now adequately served by any transportation mode, particularly the disadvantaged, the elderly, the handicapped, and the young, should be an integral element of the planning process. Stimulation of the provision of transportation not only for speed and efficiency of travel, but also for convenience and enjoyment in shopping, school, cultural, and business pursuits, leisure time travel, and pedestrian travel, is also a state aim. It is the desire of the state to provide a transportation system that significantly reduces hazards to human life, pollution of the atmosphere, generation of noise, disruption of community organization, and adverse impacts on the natural environment. The desirability of utilizing corridors for multimodal transportation, where possible to improve efficiency and economy in land use, is recognized. The coastal zone should be provided with optimal transportation services consistent with local and regional goals and plans, with the objective of conserving the coastal resource.

(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.

(e) Accelerating change and increasing transportation problems require that California take timely action to maintain viable transportation systems. As long lead times are necessary to develop transportation systems, the planning and development of transportation in California should be coordinated by a Department of Transportation. A multimodal transportation department in state government is in keeping with the necessities of contemporary problems and the thrust of federal involvement. However, there is no intent to diminish or preempt the existing authorities and responsibilities of regional, local, and district transportation agencies in their handling of transportation matters which are local or regional in nature.

(f) The stimulation, continuance, and improvement of statewide, regional, and local transportation planning and development are a matter of state concern, and the state should, for this reason, provide a portion of the financial resources and assistance necessary to aid in preparing transportation plans, developing effective transportation decision making processes, and carrying out implementation programs.

14000.5. The Legislature further finds and declares that the role of the state in transportation shall be to:

(a) Encourage and stimulate the development of urban mass transportation and interregional high-speed transportation where found appropriate as a means of carrying out the policy of providing balanced transportation in the state.

(b) Implement and maintain a state highway system which supports the goals and priorities determined through the transportation planning process, which is in conformity with comprehensive statewide and

regional transportation plans, and which is compatible with statewide and regional socioeconomic and environmental goals, priorities and available resources.

(c) Assist in the development of an air transportation system that is consistent with the needs and desires of the public, and in which airports are compatible in location with, and provide services meeting, statewide and regional goals and objectives.

(d) Develop a rail passenger network consistent with the needs and desires of the public, and in which the location of rail corridors and their service characteristics are compatible with statewide and regional goals and objectives, except that nothing in this section shall be construed to discourage the development of passenger rail service by privately owned carriers.

(e) Encourage research and development of technological innovation in all modes of transportation in cooperation with public agencies and the private sector.

14000.6. The Legislature further finds and declares all of the following:

(a) California has established statewide greenhouse gas (GHG) emissions targets and requirements to be achieved by 2020 pursuant to the California Global Warming Solutions Act of 2006 (Division 25.5 (commencing with Section 38500) of the Health and Safety Code), which are equivalent to 1990 GHG emissions in the state. These targets and requirements entail approximately a 25-percent reduction in GHG emissions from current levels.

(b) Executive Order S-3-05 further identifies a GHG emissions limit of 80 percent below 1990 levels to be achieved by 2050.

(c) Emissions from the transportation sector account for 38 percent of California's GHG emissions.

(d) The state lacks a comprehensive, statewide, multimodal planning process that details the transportation system needed in the state to meet objectives of mobility and congestion management consistent with the state's greenhouse gas emission limits and air pollution standards.

(e) Recent increases in gasoline prices resulted in historic increases in ridership on public transportation, including transit, commuter rail, and intercity rail, and in historic reductions in vehicle miles traveled by private vehicles. Increased demand for public transportation included a 16-percent increase in light rail ridership in Sacramento, a 15.3-percent increase in rail transit ridership in Los Angeles, a 23-percent increase in bus ridership in Orange County, a 14.4-percent increase in transit ridership in San Diego, a 6.3-percent increase in rail transit ridership in Oakland, and a 22.5-percent increase in transit ridership in Stockton. Current public transportation services and facilities are inadequate to meet current and expected future increases in demand.