



EXECUTIVE SUMMARY

The California Department of Transportation (Department) is updating the *California Transportation Plan (CTP) 2025* adopted in June 2006. This updated CTP 2030 Addendum (Addendum) addresses the new requirements for statewide planning established by the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users or SAFETEA-LU.

This legislation authorizes and funds federal transit and highway programs through Fiscal Year 2009. Signed into law (Public Law 109-59) on August 10, 2005, SAFETEA-LU provides \$23.4 billion in federal funds to California. Much of SAFETEA-LU echoes the previous two federal transportation program authorizations, the recent Transportation Equity Act for the 21st Century (TEA-21) passed in 1998, and the earlier Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). However, there are some significant changes that impact the current CTP.

While SAFETEA-LU maintains the overall structure of TEA-21, it departs from previous authorizations in a number of ways. The Department held an initial "Consultation Meeting" in January 2007 with stakeholders to discuss changes to the CTP directed by SAFETEA-LU. Those changes that affect State planning and policy issues are summarized here and described in more detail in the following discussions. Together with a description of California's compliance with each mandate, they informed the development of this Addendum.

The goal of this CTP 2030 (Addendum) is to enhance and preserve the State's valuable natural resources, while avoiding costly project overruns and delays in planning and developing transportation infrastructure. SAFETEA-LU provides a "historic opportunity" for the State to achieve that goal. Over the past few years there has been a compelling nationwide call for public agencies to become better stewards of the environment. SAFETEA-LU has now ratified this call by directing states to consult and compare transportation related plans, maps, and data with federal, State, tribal, and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.

The State of California has been a national leader in documenting environmental impacts caused by transportation projects and taking actions appropriate to its stewardship role. SAFETEA-LU now provides an opportunity for California to redouble its efforts to become a "real steward" of the environment. It directs those in the transportation sector to address issues collaboratively with partners in the resources arena and to partner on solutions that respond to public expectations.

The real challenge ahead at both the State and the regional planning level is

consultation and comparison of plans, maps, and data with natural resources and environmental agencies, and the resulting mitigation and consultation that may be required. The key will be determining how to mainstream the consideration of environmental issues during early planning the early planning process in order to adequately address consultation, comparison, and mitigation requirements.

The other challenge is linking transportation planning with project level requirements under National Environmental Protection Act (NEPA) in order to promote early consultation and comparison of existing plans, maps, and data across agencies. Once again, the key for making this linkage will be determining how to mainstream the consideration of environmental issues early in the planning process.

Therefore this Addendum is directed at engaging transportation stakeholders in an open dialogue with resource agencies to identify the “first steps” in the expansion of consultation and comparison efforts and in a discussion of potential environmental mitigation measures. Future plan updates will build upon this Addendum’s foundation. The more detailed “follow-on” policies and strategies for these consultation, comparison, and mitigation efforts will then be addressed in the next full update of the California Transportation Plan to be initiated in 2008, and in subsequent updates.

The focus of the remaining sections of this Addendum is to address provisions of SAFETEA-LU that extend or broaden already existing State policies and strategies articulated in the CTP 2025. These provisions include: delegating NEPA responsibilities for California; expanding stakeholder engagement with an emphasis on visualization techniques; providing access to the statewide plan and update process on the Internet; promoting the consistency of transportation plans and transportation improvements with State and local planned growth and economic development patterns; adding security and safety as new stand-alone planning factors; including operations and management strategies to ensure the preservation and most efficient use of the existing transportation system; and reaffirming consultation with non-metropolitan local officials and federally recognized Native American Tribal Governments (Tribal Governments) in the development of the long-range statewide transportation plan and State Transportation Improvement Program (STIP).