

Second Public
Review Draft



California Transportation Plan Guidelines



September 21st, 2016

TABLE OF CONTENTS

- INTRODUCTION 1**
 - Purpose 1
 - What is the California Transportation Plan? 1
 - Federal and State Requirements 1
 - CTP and Regional Transportation Plans 2
 - CTP and Caltrans Modal Plans 3

- SECTION 1 | LEGISLATIVE AND POLICY REQUIREMENTS 5**
 - Federal Requirements 5
 - State Requirements 6
 - Legislation and Executive Orders 6
 - CTP Requirements Checklist 7

- SECTION 2 | CTP CONTENT AND ORGANIZATIONAL STRUCTURE 8**
 - Factors the CTP Must Consider 8
 - Five Elements of CTP 11
 - Transportation Funding and Financing 16
 - Public and Stakeholders Engagement 16

- SECTION 3 | CTP ELEMENT DEVELOPMENT 17**
 - Policy Element 17
 - Strategies Element 21
 - Technical Analysis Element 23
 - Recommendation Element 26
 - Implementation Element 26
 - Monitoring and Tracking 27

SECTION 4 | CONSULTATION, COORDINATION, AND ENGAGEMENT 30

Advisory Committees..... 30
Consultation and Coordination with Native American Tribal Governments 31
Agency Collaboration (SB 391)..... 32
Public and Stakeholder Engagement 32

SECTION 5 | PLAN ADOPTION 34

Final Review 34
Final Adoption..... 35

ABBREVIATIONS AND ACRONYMS 36

APPENDIX A | FEDERAL AND STATE PLANNING REGULATIONS 39

APPENDIX B | CTP LEGISLATIVE CHECKLIST 47

LIST OF FIGURES:

- FIGURE 1 | Comprehensive, Cooperative, and Continuing Planning
- FIGURE 2 | Transportation Planning Process
- FIGURE 3 | Representation of the Relationship Between CTP Components
- FIGURE 4 | CTP 2040 Policy Framework

LIST OF TABLES:

- TABLE 1 | RTP and CTP Comparison Matrix
 - TABLE 2 | Sample Performance Objective
 - TABLE 3 | Current Caltrans' Long Range Plans
 - TABLE 4 | Sample Implementation Matrix
-

INTRODUCTION

Purpose

The purpose of the 2016 California Transportation Plan (CTP) guidelines is to provide a cohesive policy framework and document structure for the development of the CTP consistent with the requirements of federal and state laws so that transportation-related policy decisions and investments made at all levels of government and within the private sector are made in the context of a clear vision for California’s multi-modal transportation system. This document will also provide necessary guidance on how to interpret and operationalize relevant Federal and State requirements.

Intent of the Guidelines:

- Support the development of the CTP and provide cohesive statewide policy framework
- Identify statutory requirements for the plan
- Inform the development by advising study areas for analysis
- Inform state multi-modal transportation investment decisions

What is the California Transportation Plan?

The CTP, as required by Federal and State requirements, is a long-range, fiscally unconstrained planning document that describes the State’s transportation system priorities and provides a roadmap for achieving them. It is a statewide view of a complex system that includes both people and freight, motorized and non-motorized transportation modes, Smart Mobility and Active Transportation, a growing mix of fuels and technologies, and is tied to the welfare of the State’s economy, environment, and communities. The CTP is the guiding document for statewide and regional transportation policy, which includes the State’s modal plans, regional transportation plans (RTPs) and other relevant plans and analytic reports. The CTP should be able to be understood by an adult with no transportation background.

Federal and State Requirements

Federal and State requirements provide requirements for developing and updating the CTP. Core to those requirements are the Code of Federal Regulations Section 450.214 and California Government Code Sections 14000.6 and 65071. Also key to the development of the CTP is Assembly Bill 32, Senate Bill 375 and Senate Bill 391. For more information on the legislative and policy requirements for the CTP, see **Section 1**. In addition, **Appendix B** provides extended description and a checklist to help ensure that all federal and state requirements regarding the development of the CTP are met.

CTP and Regional Transportation Plans

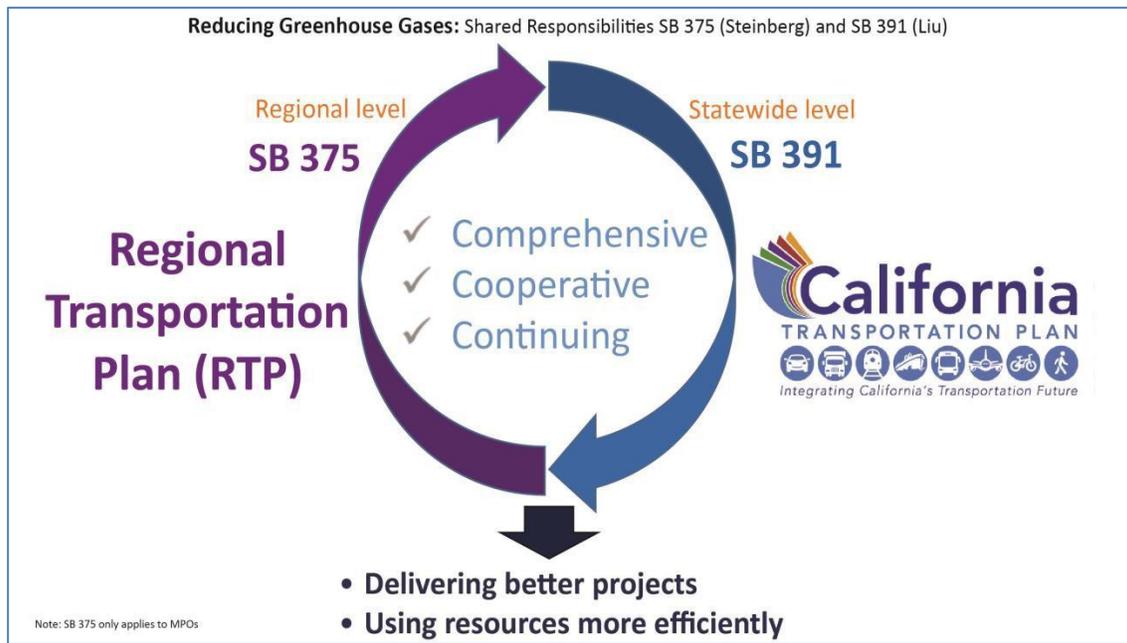
The CTP and the RTPs developed by California’s Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs) work iteratively over time, on regular update cycles, to both incorporate and inform each other of the current regional and statewide priorities for the transportation system. One key difference is that RTPs are financially constrained and contain projects, whereas the CTP is unconstrained and does not contain projects.

The CTP and RTPs are built from an extensive foundation of research, data, and modeling; and are informed by a plethora of policy and mode-specific planning and programming documents developed at every level of government: local, regional, state, and federal.

Together, the CTP and RTPs provide the complete picture of the direction California’s transportation system is going in, including the major policy and investment decisions that will impact travel behavior, infrastructure, transportation technology development, public health and California’s businesses and communities over the decades to come.

Given the importance of these documents, it is critical that they are developed and implemented within a consistent policy framework. The CTP and RTPs should reflect each other at different scales and ultimately work together to develop and implement plans that communicate clear priorities, which in turn inform investments that move California’s multi-modal transportation system toward a shared vision of the future. Figure 1 shows the relationship between these various plans and how they lead to the programming and delivery of transportation projects.

Figure 1 | Comprehensive, cooperative and Continuing Planning



CTP and Caltrans Modal Plans

The CTP provides the overarching policy framework and statewide priorities for transportation planning and acts as an umbrella for all the Caltrans modal plans. The CTP incorporates research, policies, strategies, and findings of the Caltrans modal plans and should be developed in accord with one another. The modal plans are means to implementing the CTP. Because of this relationship, the modal plans should start with the policy framework developed in the CTP when initiating modal plan development. This relationship is seen in Figure 2.

FIGURE 2 | Transportation Planning Process

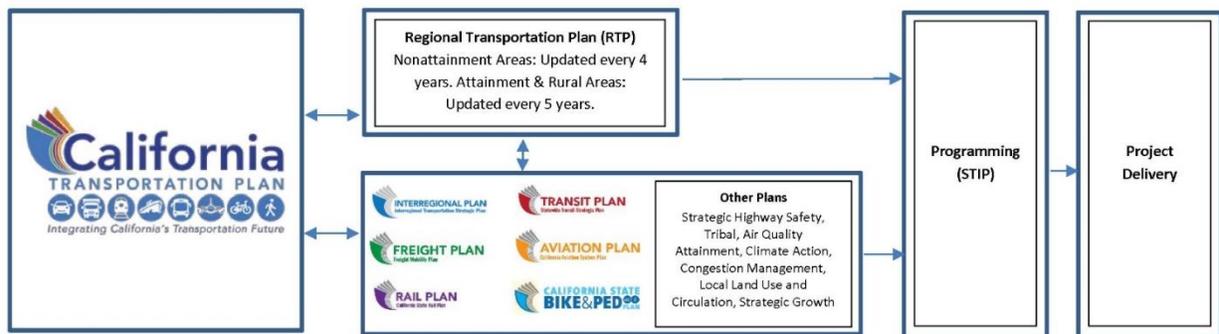


Table 1 provides a summary and comparison of RTP and CTP requirements pursuant to SB 375 and SB 391.

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 Transportation Sectors (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

SECTION 1 | LEGISLATIVE AND POLICY REQUIREMENTS

Under Federal and State requirements, the CTP to consider certain factors in the development of the plan. In addition, The CTP is guided by State requirements, legislation and policies. The development of the CTP is also informed by current regional policies and the latest empirical research and data. As the CTP is developed, these and other factors, should be considered and reflected in the goals, policies, recommendations, and performance objectives. More details and specific statutes can be found in **Appendix A**.

Federal Requirements

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, including the CTP. Federal statewide planning regulations for the development of a statewide long-range transportation plan are identified in 23 CFR 450, 23 USC 135, 23 USC 150, and 49 USC 5304, which are included in **Appendix A**.

Title 23 U.S. Code Section 135(d)(1) requires state DOT's to consider the following eight planning factors when developing a statewide long-range transportation plan:

- Economic vitality
- Safety
- Security
- Accessibility and mobility of people and freight
- Environmental and energy sustainability and planning consistency
- Enhance integration and system connectivity
- Efficient system management and operation
- Preservation of the existing system

The CTP planning process must also use a performance-based approach to support the following seven national goals identified in Title 23 U.S. Code Section 150(b):

- **Safety** - achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition** - maintain the highway infrastructure asset system in a state of good repair.

- **Congestion reduction** - achieve a significant reduction in congestion on the National Highway System.
- **System reliability** - improve the efficiency of the surface transportation system.
- **Freight movement and economic vitality** - improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental sustainability** - enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced project delivery delays** - reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion.

State Requirements

California State government plays an equal role in the transportation planning process. The laws, regulations, and policies established by the State determine and influence the development, content, and process of the CTP. Some key highlights are included below. The text of these sections and other state law pertaining to the CTP is available in **Appendix A**.

California Government Code 65070-65074

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 and update the plan every five years.

Legislation and Executive Orders

Other 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 and include:

Senate Bill (SB) 391 (2009) - § 65071, 65072, 65073

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 requires the CTP to identify the statewide-integrated multimodal transportation system needed to achieve these results. SB 391 requires the Caltrans to update the CTP by December 31, 2015, and every 5 years thereafter.

Senate Bill (SB) 486 (2014) - § 14524.3

Requires the California Transportation Commission (CTC), in cooperation with the California

Department of Transportation (Caltrans), may prescribe study areas for analysis and evaluation and establish guidelines for preparing California Transportation Plan (CTP).

Executive Order S-3-05 (2005)

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.

Executive Order B-30-15 (2015)

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.

Executive Order B-32-15 (2015)

Directs the Secretary of the California State Transportation Agency (CALSTA), Secretary of the California Environmental Protection Agency (CalEPA), and the Secretary of the Natural Resources Agency to lead other relevant State departments in developing an integrated action plan by July 2016 that “establishes clear targets to improve freight efficiency, transition to zero-emission technologies, and increase competitiveness of California’s freight system.”

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 is contained in **Appendix B – CTP Legislative 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 | CTP CONTENT AND ORGANIZATIONAL STRUCTURE

This section of the Guidelines details the content and organizational structure for the CTP in a way that meets State and federal requirements, supports a cohesive transportation planning process, and ultimately leads to the development of a transportation system that reflects the shared vision of all Californians.

Factors the CTP Must Consider

California has a long, robust history of statewide and regional transportation planning that provides the underlying momentum and foundation for the CTP. While it is difficult to describe the overall scope in a way that is comprehensive, federal and state requirements point to a number of key factors that must be addressed.

A fundamental statutory objective of the CTP is 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. To do this, the CTP must identify the statewide integrated multimodal transportation system needed to achieve these results and 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, federal and State requirements also highlight factors such as facilitating the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities), fostering economic growth and development within and between States and urbanized areas, and minimizing transportation-related fuel consumption and air pollution in all areas of the State. The CTP should acknowledge the transportation differences in heavily urbanized, suburban and rural areas. These factors can be organized into familiar categories such as: accessibility and mobility, integration and connectivity, efficient system management and operation, existing system preservation, safety and security, economic development, environmental protection and quality of life.

In addition to State and federal requirements, the development of the CTP should also be informed by current State and regional policies, the latest empirical research and data, as well as the needs of California's diverse population as reflected in the public and stakeholder process. As the CTP is developed, these and other factors, should be considered and reflected in the goals, policies, recommendations, and performance objectives. The CTP also focuses on emerging trends and technology in the transportation system.

Emerging Trends, Technology Innovations and the Transportation System

The CTP has a long-range, 20-year planning horizon and should identify emerging trends and technological innovations that are likely to shape the movement of people, freight and services over the long term. The policy framework for the CTP should provide an “overview” not only the current statewide, multimodal transportation system, but also critical factors influencing the planning and operations of transportation systems and an identification of the transportation system needed to achieve the CTP vision.

The overview and analysis should be based on the policy framework, emerging trends and technology advances, and changes expected to the system by other planning efforts. These factors are expected to change the landscape and influence the transportation planning process from the State to regional levels of governments. The CTP should identify and discuss the possible technologies and associated infrastructure needs as well as partnerships with the private sector that will enhance Californians transportation experience over the horizon of the Plan. An example of an emerging technology could be automated vehicles.

The overview should include the following system components but not limited to: state highway network, regional roadway network, freight movement (rail, highways and air), interregional rail, high speed rail, local and regional transit networks, bicycle and pedestrian networks, airports and sea ports, international ports of entry, land use and demographics, and tribal transportation system.

Climate Change

The CTP aims to guide California’s vast transportation network into a modern, sustainable, multimodal and efficient system. The framework to achieve that objective should be fully consistent with the State’s environmental goals and policies and include appropriate metrics and indicators to help achieve climate change priorities and targets. The state policy framework requires that transportation investment decision making give priority to actions that both reduce greenhouse gas emissions and build climate preparedness.

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 help attain a statewide reduction of GHG emissions to 1990 levels by 2020, and 80% below 1990 levels by 2050. The CTP must take into consideration strategies that contribute to quantifiable reductions in GHG emissions such as the use of alternative fuels, new vehicle technology, tailpipe emissions reductions, and the expansion of public transit, commuter rail, intercity rail, bicycling, and walking.

Climate Adaptation and Resiliency

The overview of the future impacts that face the state's transportation infrastructure highlights the way that Caltrans is proactively moving to assess the effects of climate change. Through executive orders and enacted legislation, the state is aiming to ensure that people, communities, and natural systems are able to withstand the anticipated exposures, risks and impacts of climate change that can occur as a result of sea level rise, surge, flooding, erosion, landslides, extreme heat, extreme storm events, land subsidence and other climate related disruptions. Therefore, careful assessment is needed to plan and prepare for these impacts.

Executive Order B-30-15 addresses the state's need to adapt to the exposures and risks of a climate. The order describes four guiding principles when planning and making investment decisions:

- Priority should be given to actions that both build climate preparedness and reduce greenhouse gas emissions;
- Where possible, flexible and adaptive approaches should be taken to prepare for uncertain climate impacts;
- Actions should protect the state's most vulnerable populations; and
- Natural infrastructure solutions should be prioritized.

To support this effort, the Legislature enacted Senate Bill 246 and Assembly Bill 1482, which established the framework for climate adaptation in California featuring integrated planning and strategy coordination across state, regional, and local governments and agencies. The framework is articulated through three guiding documents: The Safeguarding California Plan, The Integrated Climate Adaptation and Resiliency Program; and the Adaptation Planning Guide.

Caltrans is currently conducting a vulnerability assessment of the state highway system infrastructure to impacts due to climate change and extreme weather events. The study will identify data sources for both assets (roadways, bridges, culverts, etc.) and stressors (sea level rise, surge, landslides, etc.) to identify those assets that have exposure currently and in the future given the defined values for climate change in California. The assessment is being conducted in each of the 12 Caltrans districts.

The CTP should include discussion of climate adaptation and transportation vulnerability and take into account the findings of the Caltrans vulnerability assessment study and the Natural Resources Agency's Climate Adaptation Strategy (Safeguarding California) and any other regionally specific climate studies as appropriate.

Study Areas

SB 486 requires that commencing with the update to the CTP, the CTC may in cooperation with

Caltrans, prescribe study areas for analysis and evaluation. These guidelines would require during the CTP scoping development, gaps in subject areas or information critical to CTP objectives be identified for further studies.

For example:

- Caltrans could consider developing an interim report that identifies the goals, policies, strategies, and performance measures in existing Sustainable Communities Strategies, Alternative Planning Strategies, RTPs, and Caltrans modal plans, and provide an assessment of how those plans will influence the transportation system. This study area will not just inform the policy element, but also the strategies and recommendations.
- During development of the performance objectives, gaps in data availability will likely be identified. Staff could consider conducting a study on how to fill those gaps that results in specific recommendations in the CTP for developing the tools and information to establish clear quantifiable performance objectives for all of the CTP policies.
- It is expected that one of the resulting recommendations in the CTP will be for Caltrans to conduct an ongoing performance monitoring process that evaluates each performance objective using the associated target and data source and provide feedback on the progress made toward the 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 and the associated goal and policy. Performance monitoring is also helpful for Caltrans in observing key indicators and trends in areas, such as housing, air quality, public safety and employment.
- Caltrans staff could consider conducting a study to identify the transportation system and policy implications of emerging trends and technological advances. This will ensure the identification of the most appropriate and effective recommendations. The result of this study should be the identification of new strategies and recommendations as well as appropriate modifications to those already established.
- The CTC could sponsor a study of allocation and financing techniques which the CTC, regional transportation agencies and State and local housing agencies could employ to improve integrated financing and effectiveness of transportation corridor development.

Five Elements of CTP

The main elements of CTP should be organized by the federally required “element” they support. An overview of the elements and how they interrelate is below. More details on the development of the elements are provided in **Section 3**.

Consistent with federal statutes, the CTP elements must be organized in a way to provide a clear framework that allow each element to work together, identify recommendations, and better serve the development and implementation of CTP for meeting California’s vision for

transportation system.

1. **Policy Element:** Includes *Vision, Goals, Policies, and Performance Objectives*. Describes the State’s transportation policies and system performance objectives.
2. **Strategies Element:** Incorporates broad system concepts and strategies synthesized from adopted RTPs. Pursuant to Government Code Section 65072 (b), the CTP does not contain specific projects
3. **Technical Analysis Element:** includes *Scenario Analysis and Economic Forecast*.
4. **Recommendations Element:** Includes recommendations to the legislature and Governor to achieve the plans’ broad system concepts, strategies, and performance objectives.
5. **Implementation Element:** Details plan implementation, including specific actions, partners, and timeframes.

Also critical is **Public and Stakeholder Engagement** which applies throughout the process and all stages of CTP development (see Section 4).

These elements are not new. Significant work developing pieces of these elements are already reflected in the current CTP 2040, other State modal plans, and RTPs throughout California; that work should be used as the starting point for the development of the next CTP.

The statewide policy framework established in the CTP should be incorporated and used in future modal, strategic, and regional planning efforts. The elements described in this Guideline document should be constructed in a way that is relevant to, and can be replicated in, other State and regional transportation planning documents.

Most importantly, it is a priority that the development of the next CTP takes place in the context of a robust and transparent stakeholder and public engagement process, including underrepresented and disadvantaged communities. An overview of these elements and how they interrelate is below:

1. Policy Element

The requirements of the policy element will be met in the CTP through a policy framework that includes a Vision, Goals and Policies, and Performance Objectives.

- **A vision statement** for California’s transportation system that is used to guide statewide and regional transportation planning and investments within and beyond the CTP.
- **The CTP goals and policies** expand on the vision, and are divided into categorical topic areas that represent the State’s overarching priorities to guide the development of specific strategies for CTP scenarios planning and recommendations. The CTP will also describe how the goals and policies should be used in other statewide and regional planning documents to provide consistent links with the vision established in the CTP.
- **Performance objectives** allow progress to be tracked over time. Each CTP policy must have associated performance objectives that include identified targets. Targets should be

quantifiable, if possible. The CTP should begin with existing performance objectives and targets, and identify those that best represent the State’s priorities to be reflected in the final document.

2. Strategies Element

The strategies element includes the identification of system wide concepts and specific strategies supported by modeling and scenario analysis.

- **Strategies**, which include broad system concepts, are actionable items with the capability of being quantitatively modeled or quantitatively assessed. While these are not specific transportation projects, they narrow and direct the kinds of projects and actions that are undertaken. They are identified through a public process that synthesizes new ideas and those included in existing RTPs and State modal plans, and are informed by the vision, goals, and policies established early in the development of the CTP.

3. Technical Analysis Element

The Analysis element provides data, information and analysis for development and evaluation of strategies, recommendations, and performance measures; it also informs the development of implementation actions.

- **The modeling and scenario analyses** provide a variety of tangible outcomes based on different assumptions about the future, and the potential impact of those assumptions on the performance objectives.
- **The economic forecast** determines the economic impacts of implementing the strategies and broad system concepts resulting from the modeling and scenario analysis. The outcomes of the forecast are used to inform the development of recommendations.

4. Recommendations Element

The recommendations in CTP are intended to be broadly applicable, reflect State priorities, and guide all transportation decision-makers in meeting the CTP vision. They are explicitly tied to the CTP goals and policies, identify actions and provide a clear link to the strategies that are a result of the modeling and scenario analysis, and performance objectives. Recommendations include environmental mitigation activities that have the greatest potential to restore and maintain the environmental functions affected by the CTP.

5. Implementation Element

A specific plan to implement recommendations should be outlined for pursuing strategies and broad based concepts. A cohesive and clear CTP structure is integral to supporting the effective implementation of the CTP policy framework and recommendations beyond the development of the document itself. If the structure and elements are understandable, relevant, and easily replicated, it sets the foundation for transportation-related policy decisions and investments at all levels of government and within the private sector to be made in the context of a clear multi-modal vision for California’s transportation system.

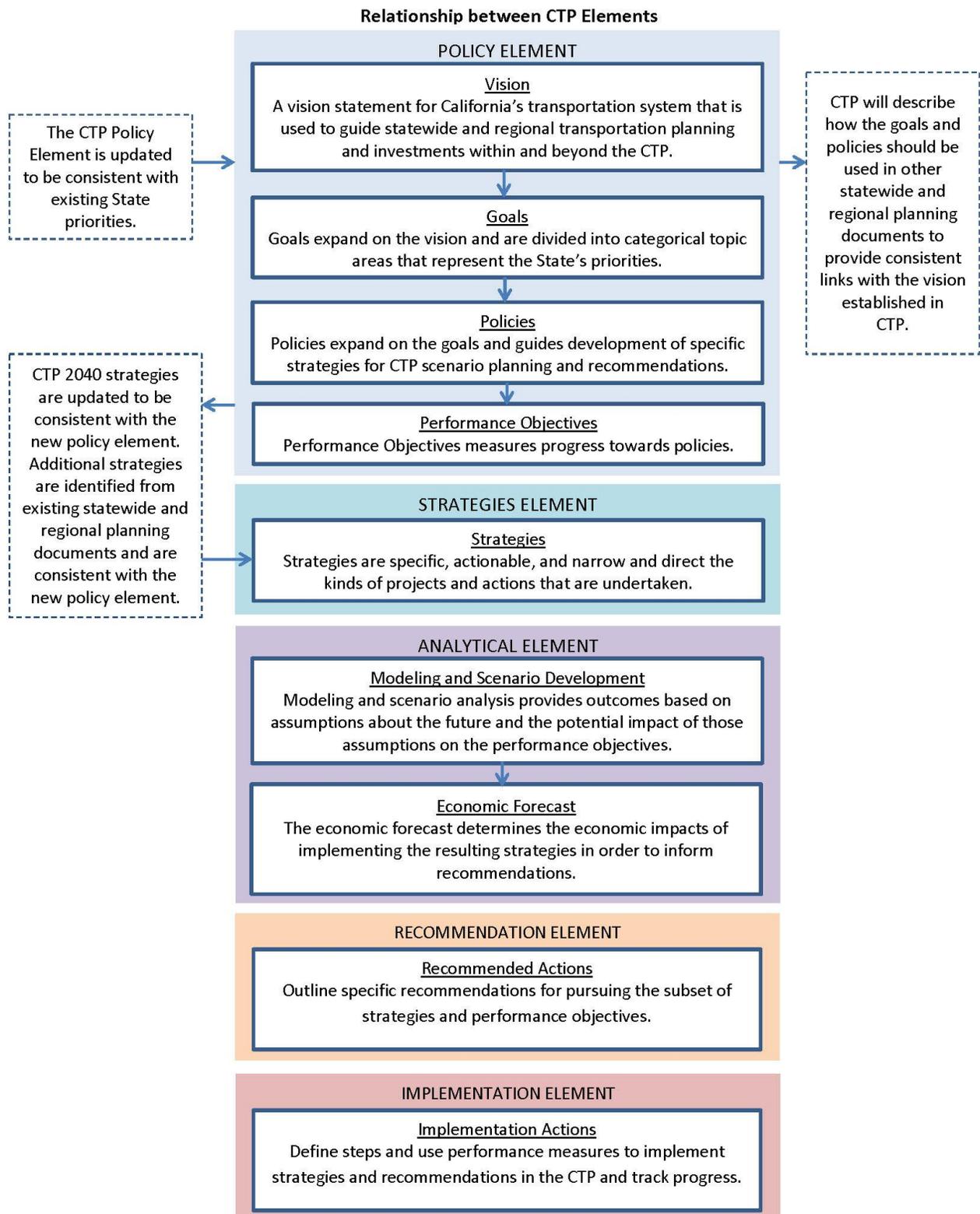
At the State level, Caltrans' modal plans are the first, and most readily adaptable documents for this type of integration. To achieve a more seamless transition, the CTP recommendations can be specifically targeted towards incorporating the CTP framework into upcoming modal plans, including highlighting the relevant CTP goals, policies, and performance objectives associated with the individual modes.

At the regional level, MPOs and RTPAs should begin reflecting the CTP framework into their planning documents in order to illustrate the relationship between the state and regional priorities.

Recognizing the iterative nature of the transportation planning process, the CTP and the regional transportation plans (RTPs) developed by California's Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs) need to work through their regular update cycles to both incorporate and inform each other of the current regional and statewide priorities for the transportation system.

Figure 3 provides a visual representation of how the CTP elements can result in recommendations for future implementation.

Figure 3 | Representation of the Relationship Between CTP Components



Transportation Funding and Financing

On a statewide level, there is the challenge of California's aging infrastructure that is in need of repair, adaptation, or improvement to accommodate existing and future travel demand and needs. However, funding shortfalls have led to a backlog of system maintenance and rehabilitation projects. Existing transportation funding relies on tax revenues, bond initiatives, and general funds. Yet, the need to manage, operate, and optimize the infrastructure is outpacing the State's ability to generate sufficient revenue.

The CTP should discuss transportation funding and financing and how it relates to the system over the horizon of the plan. The exploration of new funding mechanisms and strategies is necessary in order to decrease this shortfall. The CTP should look and identify non-traditional funding sources such as utilizing the Greenhouse Gas Reduction Fund and other funding options. This section should provide an overview of transportation revenue sources and expenditures, highlights upcoming financial challenges, and suggests funding strategies that may help minimize the funding shortfall.

Public and Stakeholders Engagement

The transportation planning process requires robust consideration of economic, environmental, and quality of life concerns. To reflect the broad nature of transportation, the preparation of the CTP must include extensive public outreach to engage participation throughout the transportation planning process to determine the direction of the CTP. This process includes reaching out to underrepresented and environmental justice communities. Consultation, coordination, and engagement will influence long-range transportation policy, and ultimately, the investments made in California's transportation system.

The CTP must be developed using an inclusive and transparent stakeholder process that includes 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.

This process is described in more detail in **Section 4: Consultation, Coordination, and Engagement**.

SECTION 3 | CTP ELEMENT DEVELOPMENT

This section builds on **Section 2** (CTP Content and Organizational Structure) to describe an approach to developing each element of the CTP. The intent is to carry out state and federal requirements and to build upon existing planning and policy efforts, maximize stakeholder input, and streamline where possible. The discussion follows the sequence reflected in **Figure 3, Section 2**.



Policy Element

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

Policy Framework

The policy element of the CTP consists of a vision for the California transportation system in 2045 as well as goals and policies to help achieve that vision.

- A [vision statement](#) for California’s transportation system that is used to guide statewide and regional transportation planning and investments should be developed. The vision is also used to guide and inform other statewide and regional planning documents to provide consistency across the state.
- [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 strategies and recommendations. The Vision and the CTP Goals and Policies are informed by the 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.

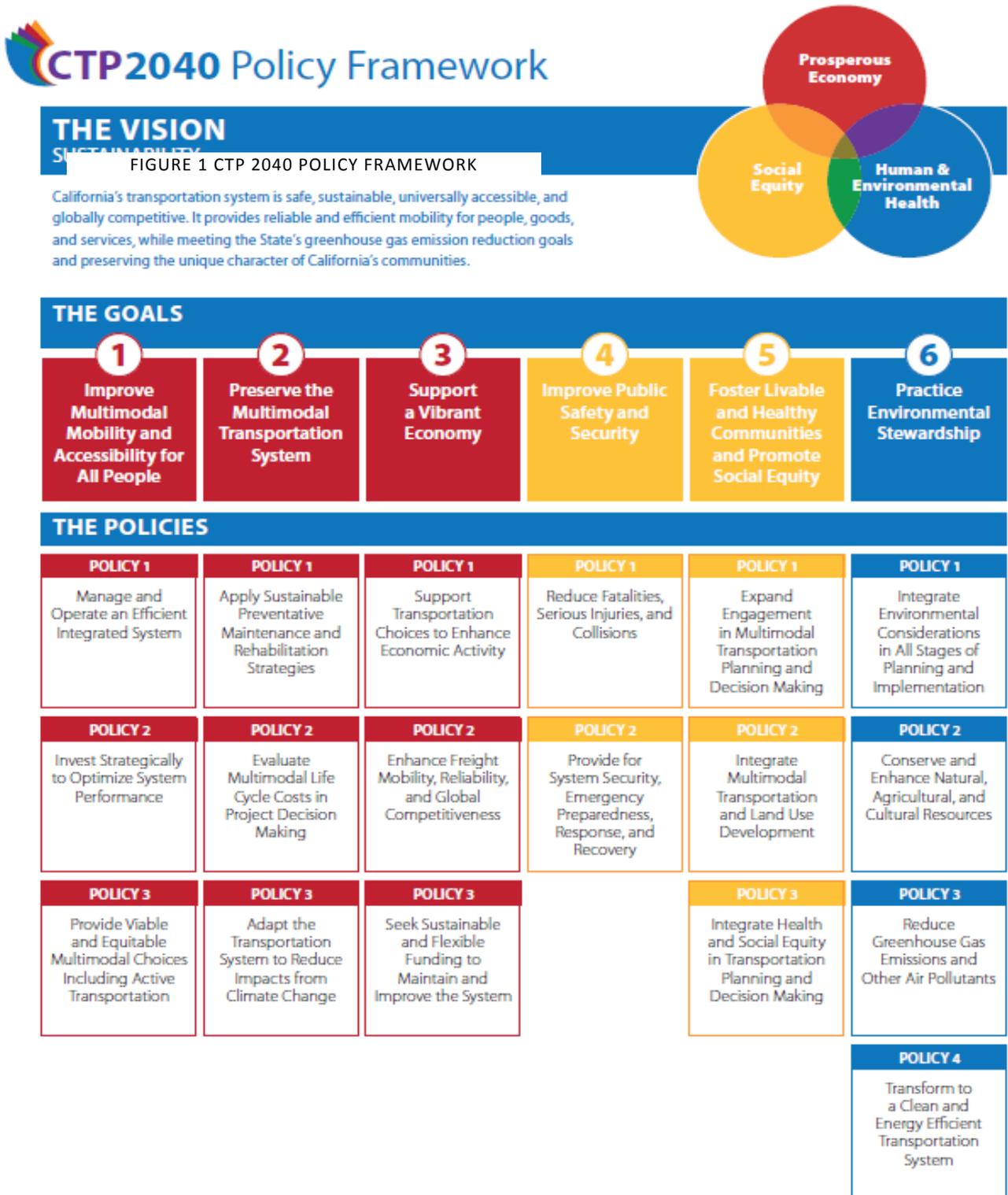
The CTP development is a circular process that builds on important work already completed during State transportation related planning activities and incorporates a forward-looking perspective of the transportation system appropriate for the next CTP horizon. Therefore, The CTP planning process not only provides guidance, but also a process to integrating statewide long-range modal plans, key programs, regional and other state plans, and analysis tools that build on RTPs, Sustainable Communities Strategies (SCSs) and rural land use visions.

While each modal plan and policy document and each regional plans has a unique purpose and focus, they are all intended to represent priorities for different parts of California’s transportation system. The CTP needs to be developed to be the overarching statement of where the State sees California’s transportation system going, and how it should get there. The resulting CTP should serve as a guiding document of information for the development of future modal plans, regional 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. The CTP 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 4** is an example of a policy framework that was adopted by the CTP 2040.

The development of the CTP’s policy framework should take place very early in the process and as part of an integrated and coordinated effort with stakeholders (see section 4, Consultation, Coordination and Engagement).

Figure 4 | CTP 2040 Policy Framework



Performance Objectives Development

Pursuant to Government Code Section 65072(a), the CTP is required to identify system performance objectives. These transportation objectives are important part of an ongoing effort to learn about innovative ways to meet the transportation challenges of the future. The CTP needs to identify measures that are data-driven and quantifiable for the purposes of developing a baseline to monitor the progress of specific goals and policies. As such, the CTP performance objectives should be explicitly tied to the CTP policies, include quantifiable targets, timelines to meet those targets, and references to applicable data sources. To support the use of the established performance objectives throughout the transportation planning process, they should be, to the extent possible, measurable at the State, regional, and local level.

Performance Measures and Metrics:

To be able to track progress, each CTP policy must have associated performance measures and metrics that transportation professionals can use to support their policy framework and the state’s priorities.

The transportation community has done a significant amount of work developing a wide range of performance objectives that the CTP can draw from. In particular, Caltrans identified performance objectives in the CTP 2040 and the Caltrans Strategic Management Plan that should be used as a starting point. Using the Caltrans Strategic Management Plan as a template, **Table 2** is an example of how the performance objectives in CTP could be structured:

Table 2 – Sample Performance Objective

Policy	Performance Objective	Performance Measures	Target	Data Source
Reduce greenhouse gas emissions and other air pollutants	Percent reduction of transportation system-related air pollution for: <ul style="list-style-type: none"> Greenhouse gas emissions Criteria pollutant emissions 	i.e., VMT per Capita, mode share travel to walk, bike and walk miles traveled, Co2 reduction per capita,	<ul style="list-style-type: none"> 15% reduction (from 2010 levels) of GHG to achieve 1990 levels by 2020 85% reduction (from 2000 levels) in diesel particulate matter emissions statewide by 2020. 80% reduction (from 2010 levels) in NOx emissions in South Coast Air Basin by 2023 	Criteria pollutants: Air Resources Board EMFAC model Greenhouse gas: Air Resources Board Greenhouse Gas Emission Inventory

The identification of performance objectives will require the input of stakeholders, especially in determining feasibility and appropriateness. Work should begin during the policy framework development to ensure the policies and performance objectives work in concert, and continue for several months after the policy framework is established.

Strategies Element

Describes broad system concepts and strategies. CTP does not include specific projects pursuant to Government Code Section 65072 (b).

Strategies

Strategies are identified through a public process that synthesizes new ideas and those included in existing RTPs and State modal plans, and are further informed by the vision, goals, and policies established early in the development of the CTP. They are used as inputs during the modeling and scenario analysis which help refine the strategies concepts to a subset that will have associated recommendations for future implementation.

The development of the strategies should take place once the policy framework is established since the strategies are informed by, and tied directly to, the policies. The initial set of strategies is needed in the beginning of the process so that it can feed into the modeling and scenario analysis, which will likely take a significant amount of time.

Plan Integration

The development of the CTP strategies is achieved by a) building upon the integration of Caltrans' Modal Plans, RTPs, Statewide Planning Initiatives, and other State Plans and analytic documents and b) synthesis of new ideas based on emerging trend and technology advances, changes in the state policy framework and the identification of the transportation system needed to be achieved. The outcome of this process would produce new vision for CTP and help guide and tie together several inter-related statewide and regional plans and programs to help define and plan transportation in California.

State Modal Plans and Planning Initiatives

The CTP should synthesize the State's long-range modal plans, as seen in **Table 3**, to envision the future system. The CTP development team and modal plan staff should meet regularly to ensure complete plan integration during the development process of both the CTP and modal plans. These meetings also work well as clearinghouse of ideas and issues that arise during the development of all the plans.

Table 3 | Current Caltrans' Long Range Plans

PLAN	NEXT UPDATE	PLAN FEATURES
INTERREGIONAL PLAN 2015 Interregional Transportation Strategic Plan (ITSP)	2020	The ITSP provides guidance for the identification and prioritization of interregional transportation improvements to be funded in the Interregional Transportation Improvement Program. The plan is the guiding document for all investment in the interregional transportation system.
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.

In addition to integrating modal transportation plans, the CTP should also consider policy and modeling frameworks of various successful planning initiatives, such as:

- Climate Action Program reports
- Smart Mobility Framework, Active Transportation, Complete Streets, and Main Street reports
- California Essential Habitat Connectivity Studies
- California Strategic Highway Safety Plan.

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 (not comprehensive) 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 and other applicable documents (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])
- Statewide Wildlife Action Plan (Department of Fish and Wildlife)
- Safeguarding California (California Natural Resources Agency)
- California Water Plan (Department of Water Resources)
- California Statewide Housing Plan (HCD)
- California Statewide Plan to Promote Health and Mental Health Equity & California Wellness Plan (CDPH)
- Integrated Energy Policy Report (CEC)

Regional Transportation Plans (RTPs)

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. One of the functions being the development of a policy framework and strategies that are consistent with State priorities and shape a respective region’s long-range planning goals and is generally presented in the format of an RTP.

RTPAs and MPOs address transportation from a regional perspective, while the CTP addresses the connectivity and/or travel between regions, and sets the State’s transportation system priorities and provides a road map for achieving them. It is, therefore, imperative that there is consistency between CTP and policy framework and technical analysis of the RTPs and SCSs.

It is equally important that CTP address issues in rural RTPAs to ensure non-metropolitan areas are covered in planning the state transportation system. MPOs, RTPAs and local governments, however, are primarily concerned with travel that is local and regional. The state is the governmental entity that must address the statewide transportation system as well as interregional travel. A key challenge, then, for the CTP is to adopt policies and strategies for interregional travel and commerce that integrate well with regional strategies.

Technical Analysis Element

The Development of the CTP requires robust analytic capability and application both transportation modeling and economics to support development and comparative analysis of strategies and recommendations. The modeling will incorporate the most up to date data available which could be limited due to unforeseen model limitations. The CTP analytic requirements are put forth by SB 391 and pursuant to Government Code Section 65072(c). In

addition, it is important to consider that California VMT, and per capita VMT data should be compared to other states and the national average.

Modeling and Scenario Analysis

Modeling Methods

- a. The next generation of the California State Travel Demand Model (CSTDM) should be used to support CTP transportation forecasting and scenario analysis. This includes integration of California Statewide Freight Forecasting Model (CSFFM) and the latest MPO's SCSs and land use information.
- b. CTP should be supported by an Integrated Modeling Approach (IMA) to evaluate strategies to meet the goals of the CTP.
- c. Data is the foundation for any model. The IMA requires large amount of data to capture the travel behavior and land use changes. Caltrans and other state agencies in California should undertake efforts to improve data collection in these areas for the development of CTP.
- d. Vision tool should evaluate technology penetration by considering future vehicle and fuel technologies, vehicle efficiency, and alternative fuels.
- e. The demographic component of the model should analyze alternative socioeconomic forecasts based on the interactions between economic and demographic characteristics. This should also consider effects of millennial and other behavioral changes.
- f. The land use component of the model should capture the interrelationship between economic activity, transportation system and land use. This interrelationship will provide better understanding of spatial distribution of economic activity, and types of land use
- g. Modeling for CTP should incorporate interactions between demographic, economic, land use, transportation, pricing, and technology (vehicle & fuels) strategies.
- h. The modeling approach should address both short-term and long-term goals of the plan and other statewide requirements, and be able to represent the temporal and spatial details of various strategies under consideration.
- i. Tools used for CTP should be calibrated and validated as described in the Regional Transportation Plan Guidelines.
- j. Strategies that cannot be quantified using the statewide travel demand model or IMA should be estimated using off-model techniques.
- k. In the early stages of CTP development, pursue opportunities to enhance current modeling capabilities

Scenario Development

- a. Based on an initial model run, a matrix of scenarios should be developed to explore various combinations and magnitudes of strategies to meet the CTP vision and goals. The initial development of the modeling matrix should incorporate recommendations from detailed planning studies (e.g., Multimodal Integrated Corridor Management Plan). The results of this matrix evaluation will help inform synergies and tradeoffs between goals, which will ultimately be used to establish strategy recommendations. The scenarios should be understandable and clear, and if possible, identify the costs of implementation.
- b. In consultation with various stakeholders, alternative scenarios should be identified and modeled. The result of this analysis should inform the recommendations to meet the goals of the CTP. An economic impact analysis should be conducted on the final scenario.
- c. Caltrans should reach out to the public and professional communities for input in the written analysis included in the CTP.

Economic Forecasts and Analysis

The CTP is required to include economic forecasts that serve to inform recommendations to achieve the plan's objectives. The economic forecast determines the economic impacts of implementing the subset of strategies and identified through the modeling and scenario analysis. The results of the economic forecast inform the recommendations and may result in actions to mitigate potential economic impacts.

- a. Caltrans should conduct an economic impact assessment of identified strategies and report estimates of potential outcomes for the CTP.
- b. Government Code Section 65072.1(f) requires Caltrans to consider "economic development, including productivity and efficiency." Caltrans should apply a comprehensive economic model capable of assessing the statewide economic impacts of transportation investment and policy strategies.
- c. 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.
- d. 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 to analyze location choices and travel behavior, spatial and temporal interactions relative to economic transactions.
- e. Caltrans should reach out to the public and professional communities for input and review of the economic analysis process. Caltrans should 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.

Recommendation Element

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.

CTP recommendations are explicitly tied to the CTP goals and policies, and provide a clear link to the strategies that are a result of the transportation and economic modeling and scenario analysis, and performance objectives.

The public process and coordinated efforts at all levels of governments are necessary to achieve the CTP goals. 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 provide a guide for how Caltrans, along with other State, regional and local agencies, NGOs and individuals can contribute to transportation planning and the vision for California’s transportation system. The recommendations should be clear and specifically identify the party responsible for implementation.

The CTP recommendations must be accompanied by a separate 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 CTP.

Implementation Element

The recommendations should be accompanied by specific implementation actions that could be implemented by entities responsible for transportation planning, infrastructure development, and maintenance.

To facilitate implementation, recommendations should be organized and structured in a way that clearly identifies these links, and includes partner agencies and a general timeframe for implementation. Using the CTP 2040 as a starting point, **Table 4** shows an example of this structure is below:

Table 4 | Sample Implementation Matrix

Goal/Policy/Strategy	Recommendation	Action	Partners	Time frame
<p><u>Goal 3</u>: Support a Vibrant Economy</p> <p><u>Policy 2</u>: Enhance Freight Mobility, Reliability, and Global Competitiveness</p> <p><u>Strategy 1</u>: Expand Freight Network Capacity</p>	Prioritize freight projects to maximize financial resources	Use the Guiding Principles and potential project evaluation criteria from the California Sustainable Freight Action Plan, along with a robust public and stakeholder process, to prioritize freight projects in the California Freight Mobility Plan	<p><u>Lead</u>: Caltrans</p> <p><u>Partners</u>: California Transportation Commission, California Sustainable Freight Action Plan multi-agency team, regional and local agencies, and freight industry working and advisory groups</p>	To be defined according to CTP objectives

Some strategies may have several recommendations and each recommendation could have a number of actions to guide implementation. Other strategies may only require one recommendation and action to be effectively implemented. In all cases, the recommended actions must include how specific State modal plans, RTPs, and related planning, program and investment activities will help implement the action.

Monitoring and Tracking

Following the completion of the CTP, Caltrans will conduct an ongoing performance monitoring process that evaluates each performance objective using the associated target and data source and will provide feedback on the progress made toward the 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.

- a. As recommendations are implemented, the associated CTP performance objectives should be used to track progress. This helps support a cohesive and consistent statewide transportation planning process.
- b. Benchmarks help establish a baseline, typically quantifiable, and track implementation in meeting 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.
- c. 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.
- d. Following the successful completion of the CTP, a rollout plan should be developed to increase awareness, gain support, and foster implementation. The rollout plan should validate the usefulness of the CTP in providing guidance to our transportation partners and stakeholders for transportation-related planning, decision-making, and investments.
- e. Implementation should include the development of a timeline of actions or activities. However, actual outreach methods for a particular CTP planning involvement activity will be determined based on available resources, time constraints, and applicability. Potential outreach actions or activities may include, but not limited to, an interactive website, social networking tools (Facebook, Twitter), presentations to internal and external governmental agencies and stakeholder groups by Caltrans HQ or district staff, regional workshops, e-mail notifications, newsletters, calendar announcements, printed materials and media, and innovative outreach such as, web posted videos, webinars, webcasting, and blogging.

SECTION 4 | CONSULTATION, COORDINATION, AND ENGAGEMENT

Federal laws and regulations require public involvement during the transportation planning and decision making process. 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.

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, interdisciplinary approach to transportation decision making that involves all stakeholders, including the public. Also, consistent with direction and practices of the U.S. Department of Transportation, the CTP should direct transportation agencies to collaborate with agencies in other sectors in implementing federal laws and regulations which intersect with transportation responsibilities in promoting access to opportunity and diversity in communities.

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.

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

Policy Advisory Committee

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 throughout the development of the CTP, or consider other techniques for ensuring dialogue.

Technical Advisory Committee

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 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 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 two governments to reach mutual understanding and, where possible, harmony on policies, programs and projects.

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.

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) section 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."

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. Full and fair participation of all potentially affected communities is one of the three core environmental justice (EJ) principles. Ensuring the participation of traditionally underrepresented communities in the transportation planning process allows communities to identify the benefits and burdens associated with the proposed activity, and suggest alternatives to mitigate impacts based on their concerns.

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 5 | PLAN ADOPTION

Final Review

Pursuant to Cal. Gov't Code Sec. 65071, Caltrans shall update the California Transportation Plan by December 31, 2015 and every five years thereafter. Thus, the next update is estimated to be completed by December 31, 2020.

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.

Also, 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 States 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
HCD	(Department of) Housing and Community Development
IMA	Integrated Modeling Approach
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 21 st 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

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.

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.

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.

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.

Fish and Game Code Section 1797.5 and 1930.5

Section 1797.5

(j) The importance of wildlife corridors to assist in adapting to climate change has been recognized by such groups as the Western Governors' Association, which unanimously approved a policy to protect wildlife migration corridors and crucial wildlife habitat in 2007. Individual local, state, and federal agencies have also adopted policies aimed at protecting wildlife corridors and habitat connectivity, in order to protect

ecosystem health and biodiversity and to improve the resiliency of wildlife and their habitats to climate change. However, these efforts could be enhanced through establishment of a statewide policy to protect important wildlife corridors and habitat linkages where feasible and practicable.

Section 1930.5 of the Fish and Game Code

(a) Contingent upon funding being provided by the Wildlife Conservation Board from moneys available pursuant to Section 75055 of the Public Resources Code, or from other appropriate bond funds, upon appropriation by the Legislature, the department shall investigate, study, and identify those areas in the state that are most essential as wildlife corridors and habitat linkages, as well as the impacts to those wildlife corridors from climate change, and shall prioritize vegetative data development in these areas.

(b) It is the intent of the Legislature that the Wildlife Conservation Board use various funds to work with the department to complete a statewide analysis of wildlife corridors and connectivity to support conservation planning and climate change adaptation activities.

(c) (1) It is the policy of the state to promote the voluntary protection of wildlife corridors and habitat strongholds in order to enhance the resiliency of wildlife and their habitats to climate change, protect biodiversity, and allow for the migration and movement of species by providing connectivity between habitat lands. In order to further these goals, it is the policy of the state to encourage, wherever feasible and practicable, voluntary steps to protect the functioning of wildlife corridors through various means, as applicable and to the extent feasible and practicable, those means may include, but are not limited to:

(2) “Wildlife corridor” means a habitat linkage that joins two or more areas of wildlife habitat, allowing for fish passage or the movement of wildlife from one area to another.

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 A, 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 A, 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 A, 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 A, 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