

**APPENDIX 3A  
CALIFORNIA TRANSPORTATION PLAN (CTP) 2030 EXECUTIVE  
SUMMARY**





## EXECUTIVE SUMMARY

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

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

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

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

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

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

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

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

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

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

## A crosscutting and collaborative plan for the future



The CTP 2035 is a plan for all Californians that addresses transportation as a focal point for sustainability and quality of life. The plan will provide a long-range framework for statewide transportation needs: defining goals, policies, and strategies to achieve our collective vision for California's future. Crosscutting and collaborative, this plan will also link the Three Es: a prosperous *Economy*, a quality *Environment*, and social *Equity*.

An efficient transportation system stimulates the economy by supporting job creation, business expansion, and economic development.

### The Vision

The Three Es of Sustainability



A balanced transportation system provides for the safety and mobility of all users including pedestrians, bicyclists, transit riders, and motorists. The plan will clearly recognize that active transportation modes contribute directly to public health and to the health of our environment.

A green transportation system enhances and preserves our natural resources while reducing transportation's impact on our climate.

"We are not going to reduce greenhouse gas emissions until we tackle the connectivity between land use and transportation."

Will Kempton, Director, Caltrans



# MEETING THE CHALLENGES THROUGH 2035



Did you know... 52% of Americans would like to drive less and bicycling and walk more?  
Source: Active Living Institute of California

## Indicators of Success

Current efforts that can help measure the success of the CTP

- The California Regional Blueprint Progress Report: An effort to measure regional progress in improving communities through integrated planning
- A Smart Mobility Framework: An effort to assess how well transportation plans, programs, and projects meet the principles of smart mobility through:
  - Location Efficiency
  - Reliability
  - Health and Safety
  - Stewardship

## Links to Resources

- Climate Change: [www.climatechange.ca.gov/](http://www.climatechange.ca.gov/)
- Complete Streets: [www.completestreets.org/](http://www.completestreets.org/)
- Context Sensitive Solutions: [www.dot.ca.gov/hq/tpa/ctss/ctss-epa-05-01.html](http://www.dot.ca.gov/hq/tpa/ctss/ctss-epa-05-01.html)
- Regional Blueprint Planning: [www.calblueprint dot ca gov/](http://www.calblueprint dot ca gov/)
- Smart Mobility Framework: [www.dot.ca.gov/hq/tpa/ctss/ctss-epa-05-01.html](http://www.dot.ca.gov/hq/tpa/ctss/ctss-epa-05-01.html)
- Strategic Growth Council: [www.sgrc.ca.gov/](http://www.sgrc.ca.gov/)

## Providing Mobility Choices

- ▲ Integrate the needs of those traveling by active modes into transportation projects using a "complete streets" approach
- ▲ Create more opportunities for bicycling and walking to both improve public health and reduce our carbon footprint
- ▲ Improve safety for travelers of all ages and abilities

## Investing Strategically

- ▲ Use a comprehensive, multimodal, and innovative funding approach (see Mobility Pyramid inset) that invests in multiple strategies to yield the highest results
- ▲ Measure results by monitoring and evaluating transportation system performance
- ▲ Integrate and coordinate all travel modes through corridor system management planning to increase transportation options and improve travel times
- ▲ Focus on cost-effective strategies, such as intelligent transportation systems, that employ proven methods and technology to improve performance

## Building Partnerships

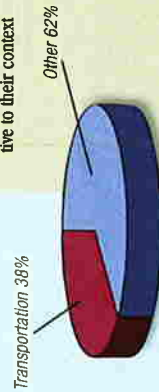
- ▲ Take advantage of opportunities for discussion and consensus on efficient land use and transportation planning supported by the State's Regional Blueprint Planning program and directed by recent legislation
- ▲ Participate in the Strategic Growth Council—the Governor's effort for State agencies to coordinate activities in the planning and development of sustainable communities
- ▲ Encourage interaction with local jurisdictions through a context sensitive solutions process

## Growing Greener

- ▲ Support long-range community visions for sustainable and efficient land use development
- ▲ Promote housing development in association with transit
- ▲ Provide incentives to encourage local jurisdictions to grow their communities in ways that support mobility options (walking, bicycling, and transit) and reduce the need to drive
- ▲ Balance community values and transportation needs to create solutions that are sensitive to their context

## Addressing Climate Change

- ▲ Reduce greenhouse gas emissions contributed by transportation
- ▲ Recognize the connections between transportation and land use
- ▲ Encourage partnerships to develop adaptation strategies that address sea level rise



Transportation is responsible for up to 38% of greenhouse gas emissions

## Mobility Pyramid Framework



## PREVENTION AND SAFETY

