

**Publication Summary**  
**California Transportation Plan 2025**

Agency / Department:	Business, Transportation, and Housing / California Department of Transportation
Publication Title:	California Transportation Plan 2025
Date of Release:	April 2006 – Governor: Arnold Schwarzenegger Sunne Wright McPeak, Secretary BTH Will Kempton Director CaDOT Joan Sollenberger, Chief, Div Trans. Planning
<i>GoCalifornia</i> – Mobility Action Plan (After title page)	<ul style="list-style-type: none"> <li>❖ 10 year effort to decrease 20 years of congestion below “today’s” levels</li> <li>❖ Mobility initiative of Schwarzenegger Administration</li> <li>❖ To Fulfill CTP vision – keep California moving towards 2025 &amp; beyond</li> <li>❖ Decrease congestion, improve travel times, increase safety</li> <li>❖ Accommodate future growth in population and economy</li> <li>❖ Require innovation in planning, management</li> <li>❖ Sustained coordination between regional transportation agencies and State</li> <li>❖ Dedicated funding – performance-based/outcome-driven</li> <li>❖ Mobility Pyramid <ul style="list-style-type: none"> <li>○ System Completion &amp; Expansion</li> <li>○ Operational Improvements</li> <li>○ ITS Traveler information/Traffic Control Incident Management</li> <li>○ Smart Land Use/Demand Management/Value Pricing</li> <li>○ Maintenance and Preservation</li> <li>○ System Monitoring and Evaluation</li> </ul> </li> </ul>
Executive Summary (page 1)	<ul style="list-style-type: none"> <li>❖ CTP – blueprint for a thoughtful and reasoned approach for meeting California’s future mobility needs <ul style="list-style-type: none"> <li>○ Long-range transportation policy plan (20 years)</li> <li>○ Look to future; embrace opportunities to build a better life for all</li> <li>○ Make informed decisions about how our communities grow</li> <li>○ Provides a vision – defines goals, policies and strategies to achieve vision</li> <li>○ Provide common framework for decision-makers at all government levels, private sector</li> <li>○ Guide transportation decisions &amp; investments</li> </ul> </li> <li>❖ The People’s Plan <ul style="list-style-type: none"> <li>○ Developed with statewide public participation program <ul style="list-style-type: none"> <li>❖ Customer survey</li> <li>❖ 54 focus groups, 3200 completed telephone surveys</li> <li>❖ 24 workshops, comment cards, brochure</li> <li>❖ Questionnaire in 4 languages, website</li> </ul> </li> <li>○ Draft CTP Public Outreach <ul style="list-style-type: none"> <li>❖ 7 regional workshops – day, evenings, weekends</li> <li>❖ Breakout sessions</li> <li>❖ Brochure in 5 languages, Braille, large print, &amp; audio tape</li> </ul> </li> </ul> </li> <li>❖ Vision of a Balanced System <ul style="list-style-type: none"> <li>○ promotes sustainability</li> <li>○ network that connects local, State, &amp; national economies</li> <li>○ efficiently move people, goods, services &amp; information</li> <li>○ economic and social benefits</li> <li>○ fully integrated</li> <li>○ All modes; provide choices <ul style="list-style-type: none"> <li>❖ improve the economy, &amp; reduce congestion &amp; environmental impacts</li> </ul> </li> </ul> </li> <li>❖ Vision of Sustainable Transportation</li> </ul>

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	<ul style="list-style-type: none"> <li>○ meets people’s needs equitably, fosters a healthy environment, provides a broad, balanced system in which private vehicle, public transportation, bicycling, and walking are all viable options</li> <li>○ Can be maintained and operated efficiently and effectively over time</li> <li>○ results in livable communities</li> </ul>
<p>CTP 2025 Introduction (Page 1)</p>	<ul style="list-style-type: none"> <li>❖ Transportation benefits all</li> <li>❖ Dependent for all activities</li> <li>❖ Includes roadway, transit, bicycle, and pedestrian, railways, airports, seaports, spaceports, pipelines, vehicles, communication facilities</li> <li>❖ Influences shape of community</li> <li>❖ Evolved from compact communities – autos greater mobility – development followed</li> <li>❖ Future system – safe, reliable, affordable options by all modes for people and goods through state, nation, and world</li> <li>❖ Interconnected</li> <li>❖ Responsive to market demands</li> <li>❖ Increase mobility and accessibility</li> <li>❖ Support growing economy &amp; healthy environment</li> <li>❖ Equitable opportunities</li> </ul>
<p>Purpose Page 1</p>	<ul style="list-style-type: none"> <li>❖ Guide investments and decisions</li> <li>❖ Enhance economy</li> <li>❖ Support communities</li> <li>❖ Safeguard environment</li> <li>❖ Consistent with Ca Commission on building for the 21<sup>st</sup> Century report <ul style="list-style-type: none"> <li>○ Strategic Planning for Ca’s Future Prosperity and Quality of Life</li> <li>○ Speaker of Assembly’s Commission on Regionalism’s report</li> <li>○ Regional Solutions for 21<sup>st</sup> Century Challenges</li> <li>○ Global Gateway’s Development Program</li> <li>○ Goods Movement Action Plan Phase I</li> </ul> </li> <li>❖ Last CTP 1993 and updated in 1998</li> <li>❖ CTP 2025 reflects changing transportation environment <ul style="list-style-type: none"> <li>○ SB 45 – Changes in transp planning and project selection responsibilities</li> <li>○ RTPA take more active role</li> <li>○ Decision-making through partnerships</li> <li>○ Funding structure</li> <li>○ Required system performance measures</li> </ul> </li> <li>❖ State law &amp; CTC require Metro regional planning agencies to adopt 20-year RTPs</li> <li>❖ CTP developed in consultation with 44 RTPA</li> <li>❖ Guidance for RTPs</li> <li>❖ Considers findings from CASP, ITSP, ITS plans, CSRail Plan, High-Speed Rail plan, Amtrak’s Ca 20 year Imp. Plan, CA Blueprint for Bicycling &amp; Walking, and the Ten-Year SHOPP</li> </ul>
<p>Vision 2025 (Pages 2-3)</p>	<p>California has a safe, sustainable, world-class transportation system that provides for the mobility and accessibility of people, goods, services, and information through an integrated, multimodal network that is developed through collaboration and achieves a Prosperous Economy, a Quality Environment, and Social Equity</p>
<p>Key Concepts – Definitions</p>	
<p>Sustainability (Page 3)</p>	<ul style="list-style-type: none"> <li>❖ Meet needs of present w/o compromising ability of future generations to meet own needs</li> <li>❖ ensure environment, social, economic factored into transportation decisions</li> <li>❖ effective land use decisions</li> <li>❖ maintained and operated over time</li> <li>❖ interconnected – jurisdictions and modes</li> <li>❖ reflect community values</li> </ul>

	<ul style="list-style-type: none"> <li>❖ Balanced System – all modes</li> <li>❖ Results in livable communities/smart growth</li> <li>❖ Investment in infrastructure – complementary strategy for economic recovery</li> <li>❖ Housing connected to transportation improvements</li> <li>❖ Leads to strong, prosperous economy</li> <li>❖ Reach goals for social equity &amp; health env.</li> </ul>		
Mobility (Page 4)	<ul style="list-style-type: none"> <li>❖ Potential for movement</li> <li>❖ Measured by person miles, ton-miles, travel speeds</li> <li>❖ Affected by cost &amp; choices; personal limitations</li> <li>❖ Ability to move people, goods, services, information</li> <li>❖ Capacity, connectivity, management, operation result in increased mobility</li> <li>❖ Effectively using all travel modes – public and private</li> </ul>		
Accessibility (Page 4)	<ul style="list-style-type: none"> <li>❖ Ability of people to reach other people, goods, services, activities, destinations and information</li> <li>❖ Important to economy – reliable – quick access</li> <li>❖ Ability to reach desired goods, services, activities, destinations/outcomes</li> <li>❖ Measured by time</li> <li>❖ Virtual movement – internet, telecom, video</li> <li>❖ Influenced by urban form, street design</li> </ul>		
Collaboration (Page 4)	<ul style="list-style-type: none"> <li>❖ Transportation planning &amp; programming complex process shared among multiple public &amp; private entities</li> <li>❖ Required among all involved to achieve integrated transportation system</li> </ul>		
Prosperous Economy (Page 4)	<ul style="list-style-type: none"> <li>❖ Decisions support a globally competitive economy and promote prosperity</li> <li>❖ Analysis of benefits and long-term costs, impacts, and efficiencies</li> <li>❖ Consider maintenance, management &amp; operation costs before improving or expanding system</li> </ul>		
Quality Environment (Page 4)	<ul style="list-style-type: none"> <li>❖ System part of enhanced, ecologically healthy environment</li> <li>❖ Safeguards to protect open space, ag and sensitive lands, habitats, wildlife, water, air quality</li> <li>❖ Minimize noise, visual impacts, reduce emissions of greenhouse gasses</li> </ul>		
Social Equity (Page 4)	<ul style="list-style-type: none"> <li>❖ Burdens &amp; benefits equally distributed among all groups</li> <li>❖ System allows everyone equal access – age, ethnicity, income, rural/urban, reliable</li> </ul>		
Trends & Challenges (Page 5)	<p>Transportation social and economic fabric of CA; most populous state, diverse population, natural environment</p> <p>18 Trends and Challenges</p> <p>Considerations:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> <ul style="list-style-type: none"> <li>❖ Population growth/demographics</li> <li>❖ Travel behavior &amp; increasing demand</li> <li>❖ Safety</li> <li>❖ Employment</li> <li>❖ Housing</li> <li>❖ Land use</li> <li>❖ Individual opportunity</li> </ul> </td> <td style="width: 50%; vertical-align: top;"> <ul style="list-style-type: none"> <li>❖ Resources</li> <li>❖ Economy</li> <li>❖ Technology</li> <li>❖ Community values</li> <li>❖ The Environment</li> <li>❖ Adequate Services</li> </ul> </td> </tr> </table>	<ul style="list-style-type: none"> <li>❖ Population growth/demographics</li> <li>❖ Travel behavior &amp; increasing demand</li> <li>❖ Safety</li> <li>❖ Employment</li> <li>❖ Housing</li> <li>❖ Land use</li> <li>❖ Individual opportunity</li> </ul>	<ul style="list-style-type: none"> <li>❖ Resources</li> <li>❖ Economy</li> <li>❖ Technology</li> <li>❖ Community values</li> <li>❖ The Environment</li> <li>❖ Adequate Services</li> </ul>
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Trends & Challenges – Economy (Page 5)	<ul style="list-style-type: none"> <li>❖ Transportation investments direct 7 immediate impact on economy</li> <li>❖ Individual California’s economic status internationally dependent on transportation</li> <li>❖ Investments reduce costs &amp; generate benefits             <ul style="list-style-type: none"> <li>○ More output/same input</li> <li>○ Cost savings: travel times, crash rates, env impacts</li> <li>○ Economy more productive and competitive</li> </ul> </li> <li>❖ \$1B investment in improvements</li> </ul>		

	<ul style="list-style-type: none"> <li>○ 26,000 jobs; \$870 million personal income</li> <li>○ \$1.5B net increase in Gross State Product realized</li> <li>❖ \$1B investment in maint, repair, and operation improvement             <ul style="list-style-type: none"> <li>○ 31,000 jobs; however, more labor intensive, originate and stay in State</li> <li>Transportation investments direct 7 immediate impact on economy</li> </ul> </li> <li>❖ Travel industry impt in CA             <ul style="list-style-type: none"> <li>○ primary in local communities</li> <li>○ \$82.5B in spending</li> </ul> </li> </ul>
<p>Trends &amp; Challenges – Goods Movement (Page 6)</p>	<ul style="list-style-type: none"> <li>❖ 45% containerized cargo imports through Ca ports</li> <li>❖ Need efficient/effective freight transport system             <ul style="list-style-type: none"> <li>○ Technologically advanced, well organized, well managed</li> <li>○ Reduce delivery costs, enhance competitiveness</li> </ul> </li> <li>❖ Pacific Rim Location &amp; NAFTA             <ul style="list-style-type: none"> <li>○ Economic blessing</li> <li>○ Security &amp; traffic challenge</li> </ul> </li> <li>❖ Air Cargo – 2003 – LAX nation’s 2<sup>nd</sup> busiest air freight gateway (\$64B/ 12% of US. International air freight)</li> <li>❖ Railroads handle 40% of nation’s intercity freight traffic             <ul style="list-style-type: none"> <li>○ 3M to 9M containers from 1980 to 2002</li> <li>○ ½ of intermodal traffic is imports or exports</li> <li>○ Railroads face capacity, environmental, emergency access, safety, and community-related problems</li> <li>○ Intermodal train – takes 280 trucks/1,100 autos off highways</li> <li>○ need inland container yards &amp; intermodal facilities</li> </ul> </li> <li>❖ Routes for truck traffic not keeping pace with needs             <ul style="list-style-type: none"> <li>○ SCAG – truck only lanes – safety and operation benefits</li> </ul> </li> <li>❖ Need access to railroads, seaports, highways, &amp; airports</li> <li>❖ ensure safety and security of ports of entry and cargo</li> </ul>
<p>Trends &amp; Challenges – Employment (Page 10)</p>	<ul style="list-style-type: none"> <li>❖ 2020 employment growth up 30%</li> <li>❖ 20 million jobs             <ul style="list-style-type: none"> <li>○ San Diego predicted to be fastest growing region – 51%</li> <li>○ Sac/San Joaquin – 40% increase</li> <li>○ LA 30% increase</li> </ul> </li> <li>❖ Job centers shift from urban to suburbs/edge cities</li> </ul>
<p>Trends &amp; Challenges – Transp. Revenues &amp; Expenditures (Page 10)</p>	<ul style="list-style-type: none"> <li>❖ Adequate &amp; flexible funding</li> <li>❖ Excise tax on gas primary source of revenue – not kept pace with inflation</li> <li>❖ Prop 42 will not bridge gap between demand and revenue</li> <li>❖ Need expanded funding flexibility and resources - mobility &amp; goods movement infrastructure</li> </ul>
<p>Trends &amp; Challenges – Technology (Page 10)</p>	<ul style="list-style-type: none"> <li>❖ Technology changing transportation services, vehicles, &amp; infrastructure             <ul style="list-style-type: none"> <li>○ ePayment of transit fares, tolls, parking</li> <li>○ on-board diagnostics – collision control, vehicle location</li> <li>○ infrastructure monitoring of real time usage/conditions</li> <li>○ security &amp; logistics system</li> </ul> </li> <li>❖ Changes influence fuels – electric, hydrogen, hybrid             <ul style="list-style-type: none"> <li>○ Reduce greenhouse gases and pollutants</li> </ul> </li> <li>❖ Change how residents work, educate, shop &amp; do business             <ul style="list-style-type: none"> <li>○ Telework, teleshop, video conferencing</li> </ul> </li> <li>❖ Challenges – short lifecycle of technologies – require flexibility             <ul style="list-style-type: none"> <li>○ Transportation decision-making traditionally requires lengthy timelines</li> <li>○ Standardization of technology for consistency and low cost production</li> </ul> </li> </ul>

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<p>Trends &amp; Challenges – Equity (Page 11)</p>	<ul style="list-style-type: none"> <li>❖ Key component to sustainability and vision of CTP</li> <li>❖ Applies to access for young, elderly, disabled, &amp; low-income</li> <li>❖ Transportation costs = 2<sup>nd</sup> greatest expense in household budget             <ul style="list-style-type: none"> <li>○ Nationally poorest families spend 39% of take-home pay on transportation</li> <li>○ LA- \$81,00 ave annual *</li> <li>○ SD - \$9,100</li> <li>○ SF - \$9,500</li> </ul> </li> <li>*2003 STPP</li> <li>*Ca gas price ave \$2.20/gal, USDE</li> <li>❖ Environmental barriers keep disabled from interacting socially or being independent</li> <li>❖ Promote traditional urban growth patterns             <ul style="list-style-type: none"> <li>○ Served by transit</li> <li>○ Provide choices</li> <li>○ offer incentives</li> </ul> </li> </ul>
<p>Trends &amp; Challenges – Land Use Impacts on Transportation (Page 12)</p>	<ul style="list-style-type: none"> <li>❖ Community design and planning impacts travel behavior</li> <li>❖ Need coordinated decision-making – multi use zoning, higher density growth planning to             <ul style="list-style-type: none"> <li>○ reduce traffic congestion and commute times</li> <li>○ air pollution, reliance on fossil fuels, habitat loss and open space</li> <li>○ distribution of economic resources</li> <li>○ restore sense of community</li> </ul> </li> <li>❖ Move away from fiscal considerations only for decision-making to generate sales tax revenue – “Fiscalization of Land Use”</li> <li>❖ Contributes to lack of affordable housing</li> <li>❖ Some regional Gov’ ts reversing fiscalization of land use trend</li> <li>❖ SCAG, ABAG, SACOG</li> <li>❖ Link natural env., land use decisions, transportation</li> <li>❖ Include safe bicycle &amp; pedestrian facilities</li> <li>❖ Designs with destinations practically accessed by biking and walking, and servable by transit</li> <li>❖ Suburban areas will have retirees -- Need transit, sidewalks, mixed use development</li> </ul>
<p>Trends &amp; Challenges – Housing-employment Mismatch (Page 13)</p>	<ul style="list-style-type: none"> <li>❖ Employment growth in suburbs – less accessible to inner-city residents - urban poor.</li> <li>❖ Affordable housing lagging</li> <li>❖ Long commutes and congestion – degradation of air quality</li> <li>❖ Exacerbated by communities looking for sales tax revenues – lower paying jobs</li> <li>❖ If continues, longer commutes, degrading air quality, increasing costs for mobility solutions</li> <li>❖ Increased maintenance and rehab costs along with rise in cost of increasing system capacity</li> </ul>

<p>Trends &amp; Challenges – Shared Transportation Decision-making (Page 14)</p>	<ul style="list-style-type: none"> <li>❖ Shared among multiple public &amp; private entities –</li> <li>❖ Statewide transportation planning &amp; coordination – time-consuming &amp; challenging</li> <li>❖ Process regulated by federal and State statutes, federal and State env. Regulatory agencies             <ul style="list-style-type: none"> <li>○ Influenced by interest groups, politics and public</li> </ul> </li> <li>❖ Decisions mostly made by regions             <ul style="list-style-type: none"> <li>○ 75% of State and fed transportation revenues to RTPA</li> <li>○ Most MPOs supplement state and fed funding with local sales tax measures for road and transit projects</li> </ul> </li> <li>❖ Remaining 25% of resources are for interregional projects by the Ca Department of Transportation             <ul style="list-style-type: none"> <li>○ Support movement between metro and rural areas</li> <li>○ Large projects require coordination of funding from multiple sources</li> </ul> </li> <li>❖ CTC programs and allocated funds             <ul style="list-style-type: none"> <li>○ Advises Administration on transportation policy</li> </ul> </li> <li>❖ State supports 3 intercity passenger rail routes             <ul style="list-style-type: none"> <li>○ Contracts with Amtrak to operate</li> </ul> </li> <li>❖ Amtrak operates 3 long-distance passenger rail serves in CA</li> <li>❖ Local and regional entities provide commuter &amp; urban rail services</li> <li>❖ High Speed Rail Authority plans/develops high speed system</li> <li>❖ US. Freight railroads privately owned/operated – inter-intra state freight service             <ul style="list-style-type: none"> <li>○ Largest – Burlington Northern and Sante Fe</li> <li>○ Union Pacific</li> <li>○ Contracts with local, regional, Department to permit rail passenger services</li> </ul> </li> <li>❖ Air &amp; seaport</li> <li>❖ Privately owned truckng companies</li> <li>❖ Bus companies – intercity, regional, local</li> <li>❖ Taxi services</li> <li>❖ Private vehicle owners</li> <li>❖ Stakeholders/decision-makers need to negotiate, collaborate, a&amp; share resources to reach common goals and ensure prosperity</li> </ul>
<p>Trends &amp; Challenges – Population (Page 15)</p>	<ul style="list-style-type: none"> <li>❖ California population expected to increase by 29% in 2020 – 44 million             <ul style="list-style-type: none"> <li>○ 48 million by 2030 (Most increase from Californian’s having children)</li> <li>○ (38 million as of January 2008 – LAO)</li> </ul> </li> <li>❖ Most ethnically diverse             <ul style="list-style-type: none"> <li>○ Policymakers – social economic, environmental, and transportation challenges</li> </ul> </li> <li>❖ San Joaquin Valley expected high growth rate             <ul style="list-style-type: none"> <li>○ Northern &amp; southern area growth due to lack of housing in LA basin &amp; SF Bay Area</li> <li>○ Loss of prime ag land - Long commutes</li> <li>○ Transportation demand increases - Encroachment around airports</li> <li>○ Degradation of air quality</li> </ul> </li> </ul>
<p>Trends &amp; Challenges – Demographic Changes (Page 17)</p>	<ul style="list-style-type: none"> <li>❖ Senior age group increase 71% by 2020             <ul style="list-style-type: none"> <li>○ Drivers</li> <li>○ Need transportation choices</li> <li>○ Elderly, but active</li> </ul> </li> <li>❖ More under age of 20 in 2020             <ul style="list-style-type: none"> <li>○ CHP reports under 15 years accounted for 30% of 15,200 ped victims in 2000</li> <li>○ Need safe options to school and other destinations</li> </ul> </li> <li>❖ Those living at poverty level key to Ca’s prosperity             <ul style="list-style-type: none"> <li>○ Occupy service and &amp; jobs</li> <li>○ Span all races &amp; ethnicities</li> <li>○ Need safe transportation</li> </ul> </li> <li>❖ Percentage of Latinos, Asians, &amp; Pacific Islanders will increase</li> <li>❖ Non-Latino white &amp; African American groups decrease next 20 years</li> <li>❖ No ethnic race will comprise a majority</li> <li>❖ Transportation choices go beyond scope of 2020 plan</li> </ul>

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<p>Trends &amp; Challenges – Change in Travel Behavior (Page 18)</p>	<ul style="list-style-type: none"> <li>❖ Non-work trips more than commute trips               <ul style="list-style-type: none"> <li>○ Congestion during off-peak periods</li> <li>○ Demand on local road networks</li> <li>○ Due to need to drive to destinations</li> <li>○ Changes in urban and street design</li> <li>○ Lack of safe travel choices</li> </ul> </li> <li>❖ Demographic groups travel differently               <ul style="list-style-type: none"> <li>○ Recent immigrants rely on alt trans. Modes, shared transportation, bicycles</li> <li>○ Night workers – need access                   <ul style="list-style-type: none"> <li>▪ Adult bicycle fatalities doubled between 1998 and 1999 in LA</li> </ul> </li> <li>○ Immigrant travel behavior reflects auto use after 10 year’s residency</li> </ul> </li> </ul>
<p>Trends &amp; Challenges – Transportation Safety (Page 19)</p>	<ul style="list-style-type: none"> <li>❖ Death rate decreased from 5.0 in 1960– 1.2 2000 – safety belt usage, aggressive driving programs, vehicle &amp; facility design               <ul style="list-style-type: none"> <li>○ \$1.8 billion in savings</li> </ul> </li> <li>❖ Year 2000 32% fatalities alcohol related, and speed               <ul style="list-style-type: none"> <li>○ 22% under 30 years</li> <li>○ Older adults vulnerable in crashes</li> </ul> </li> <li>❖ Year 2000 Pedestrian - 700 fatalities &amp; 15000 injuries</li> <li>❖ 116 bicycle fatalities/ 12000 injuries from traffic incidents               <ul style="list-style-type: none"> <li>○ Children under 15 – 30% of killed &amp; injured</li> </ul> </li> <li>❖ Transit – 1999 4212 related collisions – 72 fatalities/ 3644 injuries reported               <ul style="list-style-type: none"> <li>○ Violent crimes- 45% at transit or bus stops</li> <li>○ 13% of property crimes were vehicle thefts</li> </ul> </li> </ul>
<p>Trends &amp; Challenges – Transportation Security (Page 20)</p>	<ul style="list-style-type: none"> <li>❖ Increased demand for security</li> <li>❖ Increased costs – who pays?</li> <li>❖ Terrorist threats real</li> <li>❖ Airport, transit, infrastructure, goods movement facilities</li> <li>❖ Pacific Rim Location make state vulnerable</li> <li>❖ Crucial to national economy               <ul style="list-style-type: none"> <li>○ How to secure borders without stifling economy</li> <li>○ Plans need flexibility and responsiveness for modes and locations</li> <li>○ Prevention; mitigation measures – causalities, env. Impact, disruptions</li> </ul> </li> </ul>
<p>Trends &amp; Challenges – Environmental Impacts (Page 21)</p>	<ul style="list-style-type: none"> <li>❖ Emissions, health and greenhouse gas impacts</li> <li>❖ Water quality degradation – runoff</li> <li>❖ Vegetation removal</li> <li>❖ Fragmented wildlife habitat</li> <li>❖ Lands consumed</li> <li>❖ Communities – human and wildlife impacted by noise</li> <li>❖ Visual quality degraded</li> <li>❖ Atmospheric warming and resulting impacts</li> <li>❖ Ca metro areas in violation of State/fed standards</li> <li>❖ Limits funding – air quality affects planning</li> <li>❖ Need new tools to project consequences, costs, a&amp; benefits of facilities or alt. Strategies for meeting transportation demand</li> <li>❖ Form collaborative partnerships to streamline review process</li> </ul>

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<p>Trends &amp; Challenges – Increasing Demand for Transportation (Page 22)</p>	<ul style="list-style-type: none"> <li>❖ Population increases &amp; more trips per capita</li> <li>❖ 2025 Projections: vehicle 38%, transit 72%; walk/bike 77% increases</li> <li>❖ Expect 55% increase in on road vehicle miles traveled per year by 2020.</li> <li>❖ Double of air passengers &amp; cargo</li> <li>❖ Double of trade through ports</li> </ul>
<p>Trends &amp; Challenges – Fuel &amp; Energy Use (Page 25)</p>	<ul style="list-style-type: none"> <li>❖ Transportation consumes 50% of all energy used in State</li> <li>❖ 60% of greenhouse gases from fossil fuel</li> <li>❖ trends indicate 40% increase over next 20 years</li> <li>❖ petro production to decline by 2050</li> <li>❖ Need to transition from petro to env and econ sustainable source</li> </ul>
<p>Transportation Revenues &amp; Expenditures (Page 26 – 32)</p>	<p>Transportation funding is uncertain  1999-00 - \$15.5 billion in public funds on transportation (LAO)  Primary source for State is State excise tax on gasoline and diesel fuel (18 cents/ gal)</p> <ul style="list-style-type: none"> <li>❖ Fuel Excise Taxes (Page 26) <ul style="list-style-type: none"> <li>• Primary fund sources</li> <li>• State – 18 cents /gallon on gasoline &amp; diesel &amp; truck weight fees</li> <li>• Federal – mainly federal gasoline &amp; diesel fuel excise taxes <ul style="list-style-type: none"> <li>○ 92% collected in State returned to State (fed reimbursements)</li> <li>○ Fed funding depends on fed &amp; congressional actions &amp; policies <ul style="list-style-type: none"> <li>▪ Reauthorization, fed budget, obligation authority limits</li> <li>▪ Fed deficits – Fed. Highway Trust Fund revenues redirected</li> </ul> </li> </ul> </li> <li>• Local - mainly sales tax measures for transportation <ul style="list-style-type: none"> <li>○ ¼% share of State general sales tax</li> <li>○ local general funds</li> </ul> </li> </ul> </li> <li>❖ Fuel Sales Tax (page 28) <ul style="list-style-type: none"> <li>○ 65% to State Highway Account <ul style="list-style-type: none"> <li>• some to Regional Transp. Improvement Programs</li> </ul> </li> <li>○ 35% to cities &amp; counties (subvention)</li> <li>○ Excise Tax could decline due to alt fuel development</li> <li>○ Reduced purchasing power on State &amp; fed fuel tax revenues <ul style="list-style-type: none"> <li>○ inflation (2% yearly decline)</li> </ul> </li> <li>○ Last increase in 1989-90 – failed to keep up with inflation</li> <li>○ Limited uses – public roads, transit</li> <li>○ Borrowed from by State General Fund</li> <li>○ Federal Trust Fund can be redirected to balance federal budget deficit</li> </ul> </li> <li>❖ Truck Weight Fees – historically 2<sup>nd</sup> most important source (Page 28) <ul style="list-style-type: none"> <li>○ Changes in law had unexpected results – revenues declined</li> <li>○ SB 1055 raised weight fees as of 1/1/04 <ul style="list-style-type: none"> <li>○ allows for 2<sup>nd</sup> increase in 04-05 if revenue target not met ?????</li> </ul> </li> </ul> </li> <li>❖ Fuel Sales Tax (Page 28) <ul style="list-style-type: none"> <li>○ For public transit – Public Transportation Account</li> <li>○ Prop 42 – dedicated State’s portion to transportation purposes <ul style="list-style-type: none"> <li>○ 40% STIP; 40% to cities &amp; counties; 20% to public transit</li> <li>○ can be suspended for general budget shortfalls – uncertainty</li> </ul> </li> </ul> </li> <li>❖ Local Transportation Revenues (Page 29) <ul style="list-style-type: none"> <li>○ ½% of all public funds spent</li> <li>○ 1/3 from local sales tax</li> <li>○ Balance from local transp funds, general funds, transit fares, fees, assessments and others.</li> </ul> </li> <li>❖ Private sector spent money also</li> </ul>

<p>Guiding Principles for reaching the Vision (Page 32)</p>	<ul style="list-style-type: none"> <li>❖ Collaboration                             <ul style="list-style-type: none"> <li>○ Working together in planning &amp; programming transportation</li> <li>○ Across public and private entities</li> <li>○ Among transportation providers, stakeholders, all levels of gov't.</li> <li>○ Across geographies, functions, and levels of govt.</li> <li>○ Policies within communities must be compatible (transp &amp; land use)</li> <li>○ Essential for transportation strategies</li> <li>○ Communication &amp; consensus early in transp planning process and continuing</li> <li>○ All voices must be heard</li> <li>○ Achieve integrated, connected transportation system – providing mobility and promoting economic vitality and community goals</li> </ul> </li> <li>❖ Leadership                             <ul style="list-style-type: none"> <li>○ Defining transportation vision</li> <li>○ Working toward and taking risks to achieve vision</li> <li>○ Inspiring and encouraging others to embrace actions and policies</li> </ul> </li> <li>❖ Innovation                             <ul style="list-style-type: none"> <li>○ Ability &amp; flexibility to develop, test, implement and replicate new and creative ideas and solutions</li> <li>○ Ca knowledge-based economy – universities, research, innovative solutions to transp. Problems</li> <li>○ Planners &amp; decision-makers need technological innovations to predict with certainty</li> <li>○ Support advanced transportation tech</li> <li>○ Technology transfer – research &amp; development to deployment in private sector</li> </ul> </li> <li>❖ Communication                             <ul style="list-style-type: none"> <li>○ Exchange of info and ideas</li> <li>○ Sending and receiving information</li> <li>○ Understand and relate to others' concerns</li> <li>○ Key to informed public making wise transportation choices</li> </ul> </li> </ul>
<p>Policy Objectives (Page 32)</p>	<p>Livability – put transit where it works, smart growth carrots                      Mobility – No one size fits all, most bang for buck, move people and goods                      Efficiency – what gets measured gets managed, relieve the pressure                      Accessibility – boost transit ridership, let's walk and bike                      Reliability – Inform travelers, Better manage congestion                      Sustainability – Discourage sprawl, Protect the environment, think before you build                      Equity – Play fair.</p>
<p>Transportation Goals &amp; Policies (Page 34 – 65)</p>	<ol style="list-style-type: none"> <li>1) Improve Mobility and Accessibility                             <ul style="list-style-type: none"> <li>❖ Manage and operate an efficient intermodal system</li> <li>❖ Increase system capacity</li> </ul> </li> <li>2) Provide viable transportation choices                             <ul style="list-style-type: none"> <li>❖ Support research to advance mobility and accessibility</li> </ul> </li> <li>3) Preserve the Transportation System                             <ul style="list-style-type: none"> <li>❖ Preserve and maintain the system</li> </ul> </li> <li>4) Support the Economy                             <ul style="list-style-type: none"> <li>❖ Enhance goods movement mobility, reliability, and system efficiency</li> <li>❖ Provide additional and more flexible funding</li> </ul> </li> <li>5) Enhance Public Safety and Security                             <ul style="list-style-type: none"> <li>❖ Improve system and system user safety</li> <li>❖ Provide for system security</li> </ul> </li> <li>6) Reflect Community Values                             <ul style="list-style-type: none"> <li>❖ Expand opportunities for early and ongoing collaboration in transportation planning and</li> </ul> </li> </ol>

	<ul style="list-style-type: none"> <li>❖ decision-making</li> <li>❖ Manage growth</li> </ul> <p>7) Enhance the Environment</p> <ul style="list-style-type: none"> <li>❖ Conserve natural resources</li> <li>❖ Commit to a clean and energy efficient system.</li> </ul>
Rural Issues (Page 66 – 69)	<p>8% Ca population</p> <ul style="list-style-type: none"> <li>❖ 94% of land area</li> <li>❖ Transportation service challenge – widely distributed</li> <li>❖ Economy relies on rural and interregional road and rail system</li> <li>❖ Agricultural products, timber, tourism</li> <li>❖ Issues vary             <ul style="list-style-type: none"> <li>○ Topography, economic base, proximity to urban areas, tourism destinations</li> <li>○ Proximity to urban area – possible urban problems – traffic and air quality – no resources to remedy</li> <li>○ Airports vital for medical and fire emergencies, ag operations, passenger &amp; cargo service</li> <li>○ Limited communication infrastructure</li> <li>○ Pedestrian oriented main streets</li> </ul> </li> </ul>
Performance Measures (Page 70 – 73)	<p>Standard in private sector – goal setting, define outcomes, detect problems, document accomplishments</p> <ul style="list-style-type: none"> <li>❖ Statistical methods – qualitative and quantitative measurements</li> <li>❖ Defined objectives             <ul style="list-style-type: none"> <li>○ Pavement smoothness &amp; customer satisfaction</li> </ul> </li> <li>❖ Transportation Expert Review Panel –external, public, private sectors             <ul style="list-style-type: none"> <li>○ develop system &amp; org. perf measures &amp; indicators</li> <li>○ support vision, goals, policies in CTP</li> <li>○ next step – determine perf. Measures to accurately reflect system performance in rural areas</li> </ul> </li> </ul>
Considerations (73)	<ul style="list-style-type: none"> <li>❖ Protect ag lands, natural environment</li> <li>❖ Preserve economic prosperity</li> <li>❖ Access to desirable quality of life</li> <li>❖ Growing population</li> <li>❖ Responsibly meet transportation demands</li> </ul>
Appendices (Page 77)	<ol style="list-style-type: none"> <li>I. Legal Requirements &amp; Regulations</li> <li>II. California Transportation Plan Guidelines Team</li> <li>III. California Transportation Futures Symposiums and Conferences</li> <li>IV. Public Participation Program</li> <li>V. Planned Projects</li> <li>VI. Associated Efforts – Ca Transportation Investment System (GIS); Ca Transportation plan Trends &amp; Demographic Study; The 2000-2001 Statewide Travel Survey</li> <li>VII. California Commission on Building for the 21<sup>st</sup> Century</li> <li>VIII. Global Gateways Development Program Summary</li> <li>IX. Regional Transportation Plans</li> <li>X. Birth of a Project</li> <li>XI. Glossary</li> </ol>