

Publication Summary
California Transportation Plan 2030 Addendum

Agency / Department:	Business, Transportation, and Housing / California Department of Transportation
Publication Title:	California Transportation Plan 2030 – Addendum to the CTP 2025 for SAFETEA-LU (2005) Compliance
Date of Release:	October 2007 – Governor: Arnold Schwarzenegger Dale E. Bonner, Secretary BTH Will Kempton Director CaDOT R. Gregg Albright, Deputy Director, Planning and Modal Programs Joan Sollenberger, Chief, Div Trans. Planning
Introduction (Page 3)	Addresses provisions of SAFETEA-LU for compliance Focus on plans, policies, and processes Broaden policies and strategies in CTP 2025 <u>Provide roadmap for CTP 2035</u>
Linking Transportation Planning with Resource/Environmental Planning	
Introduction (Page 3)	Final Rule for Statewide and Metropolitan Planning Link transportation planning with NEPA project development processes <ul style="list-style-type: none"> • Include resource & environmental planning • Ensure agencies consult and compare natural resources & environmental information • Early consideration at the planning stage – flexibility to make changes and reduces delays in project implementation
Bridging Disciplines Into a More Seamless Process (Page 5)	Requires <ul style="list-style-type: none"> • Implementation of Context Sensitive Solutions • Data easily shared by planning and natural resources staff • Benchmarking of multi-agency projects that implement data-sharing processes • Integrated planning & scenario planning tools • Examples: <ul style="list-style-type: none"> ○ California Tri-Agency Partnership Subcommittee on Collaborative planning ○ Federal Highway Administration’s Planning and Environment Linkages – Eco-logical
Developing, Accessing, & Sharing Data (Page 7)	<ul style="list-style-type: none"> • Need for data at a regional scale • Address transportation project impacts • Need standards for data collection across local jurisdictions • Planners need centralized online data access system for natural resources and conservation data • Examples <ul style="list-style-type: none"> ○ Great Places Program – Resources Agency, CaBTH, CaEPA, CaOPR ○ Possible tools: CEIS (organize & retrieve data), CaSIL (host data) ○ CDFG – Biogeographic Data Branch <ul style="list-style-type: none"> ▪ biological data and portal to databases
Scenario Planning & Integrated Planning (Page 15)	“What If?” Tools & Models <ul style="list-style-type: none"> • PLACE3S – Planning for Community Energy, Economic & Environmental Sustainability – scenario model • INDEX – GIS-based , 4D methodology – density, diversity, design, &

	<ul style="list-style-type: none"> destination • PECAS – Production Exchange Consumption Allocation System model • UPlan – rule based urban growth model intended for regional or county level modeling (San Joaquin Valley Blueprint Project & Sierra foothill region) <p>Integrated Planning</p> <ul style="list-style-type: none"> • California Regional Blueprint Planning Program <ul style="list-style-type: none"> ○ \$10million State & federal funds distributed to MPOs & COGs to conduct comprehensive scenario planning ○ 20-year planning horizon ○ provide regional framework ○ localities make land use decisions ○ communities supply public input on needs & desires ○ coordination of & consistency between habitat conservation plans, regional water management plans, housing plans, local general plans • Merced Partnership for Integrated Planning <ul style="list-style-type: none"> ○ coordination of FHWA, USEPA & CaDOT ○ streamline the planning & project delivery processes ○ avoid environmental impacts ○ foster collaboration; engage public at beginning of long-term projects ○ Results: MCAG approved RTP w/no opposition
<p>Consultation & Comparison (Page 20)</p>	<p>Links to resources, environmental, and transportation agency plans, data, & maps for consultation & comparison Website: http://www.ice.ucdavis.edu/CTP/Resources.htm</p> <p>Early Consultation</p> <ul style="list-style-type: none"> • multi-agency planning theme • allows parties to confer with other parties with an established process prior to taking actions • <u>CTP 2035 update</u> <ul style="list-style-type: none"> ○ address specific policies, strategies, & process to make early consultation & consideration of environmental issues a priority in transportation planning • 5 opportunity areas to link transportation & environmental planning & collaborative methods to consider environmental issues <ol style="list-style-type: none"> 1. Agree on integrated planning principles 2. Coordinated State infrastructure planning 3. Transportation planning that addresses regional impacts of multiple projects 4. Incentives for efficient land use 5. Appropriately scaled statewide data & role of State as data, information, & education provider for local planning <p>Comparison</p> <ul style="list-style-type: none"> • Expanded requirement for consultation between natural resources & environmental agencies <ul style="list-style-type: none"> ○ federal, State, and tribal <ul style="list-style-type: none"> • wildlife, land management, & regulatory • Include plans, maps & data • <u>CTP 2035 update</u> – focus on data sharing between agencies on land use & transportation <ul style="list-style-type: none"> ○ GIS-focus ○ also natural, environmental, & cultural resource systems <p><u>CTP 2035</u></p> <ul style="list-style-type: none"> • CTP 2030 defines process/Framework • Address specific policies, strategies for comparison & consultation to work effectively <ul style="list-style-type: none"> ○ Engage public ○ Discuss screening environmental and resource issues during planning & programming: Example – Florida’s Efficient Transportation Decision Making (EDTM) benchmarking program

Consideration of Environmental & Natural Resource Issues – Mitigation & Consultation (Page 26)	
CTP 2025/2030 Vision (Page 26)	<ul style="list-style-type: none"> • Supports SAFETEA-LU requirements for consultation on potential environmental mitigation activities • Economy, Equity, & Environment
Mitigation Measures (Page 28)	<ul style="list-style-type: none"> • Hierarchy of mitigation measures spanning early planning through project delivery (NEPA Federal Regulations 40 CFR Sec. 1508.20) • May provide significant savings in project delivery time and cost <ul style="list-style-type: none"> ○ Enhance ○ Avoid ○ Minimize ○ Rectify ○ Reduce or Eliminate ○ Compensate
Advanced or Early Biological Mitigation Planning (Page 29)	<ul style="list-style-type: none"> • Avoid project-by-project mitigation • Assess biological impacts earlier • Mitigate for cumulative biological impacts of many projects in an area • Integrate GIS data into queryable database • Predict mitigation needs for 10-year planning horizon • Consider mitigation on a regional or watershed level prior to traditional transportation project milestones • Pilot projects <ul style="list-style-type: none"> ○ Elkhorn Slough Early Mitigation Project <ul style="list-style-type: none"> • Reinforces benefits of consultation & collaboration with resources agencies ○ CDFG Wildlife Action Plan <ul style="list-style-type: none"> • Provides state-level policies & strategies for early mitigation consultation ○ California Climate Change Initiative <ul style="list-style-type: none"> • Executive Order June 1, 2005 – Climate Action Team • Established State climate change emission reduction targets ○ AB 32 California Global Warming Act of 2006 <ul style="list-style-type: none"> • Renewable energy goals • Ca BTH Agency & DOT’s Climate Action Program <ul style="list-style-type: none"> • Strategies to reduce fuel consumption & CO₂ • Make transportation systems efficient – smart land use, operational improvements, & Intelligent Trans. Systems • Institutionalize energy efficiency & GHG emission reduction measures <ul style="list-style-type: none"> ○ Planning, project development, operations, & maintenance of State transportation facilities, fleets, buildings, & equipment

Delegated National Environmental Policy Act Responsibilities from Federal to State Transportation Departments (Page 33)	
Pilot Program	Alaska, California, Ohio, Oklahoma, & Texas <ul style="list-style-type: none"> • Sect’y of Transportation assigns all/part of environmental responsibilities under NEPA & other federal environmental laws to states • State DOTs become federal approval authority agencies • Streamlines environmental protection
Expanded Stakeholder Engagement (page 34)	
Public Involvement Process	Context Sensitive Solutions <ul style="list-style-type: none"> • Collaborative, interdisciplinary approach engaging all stakeholders • Department recognized local communities need to be involved <ul style="list-style-type: none"> ○ Understand local, regional, & statewide context of long-range transportation planning ○ Builds consensus; partnerships ○ Minimizes opposition, litigation; need to redesign/relocate Develop New Public Participation Plan (PPP) based on SAFETEA-LU requirements Make plans available electronically & employ visualization techniques
Consistency with State & Local Planned Growth & Economic Development Patterns (page 36)	
SAFETEA-LU – Expanded Environmental Emphasis	Consistency of transportation plans & improvements with State & local planned growth & economic development patterns CTP 2025 Goal: Support the Economy One of 6 Goals Strategies <ul style="list-style-type: none"> • Provide incentives to promote sustainable land use decisions that integrate land use, housing, and transportation through regional and interregional cooperation • Increase densities to facilitate transit service • Ability to walk to destinations • Street & urban design to encourage walking & bicycling to destinations Other Statewide efforts: <ul style="list-style-type: none"> • Strategic Growth Plan • Ca Regional Blueprint Planning Program • Ca Economic Development Partnership • Goods Movement Action Plan • County-level Economic Forecasts
Security & Emergency Management as Stand-Alone Planning Factors (Page 38)	

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<p>Goal 4 of CTP 2025</p>	<p>Enhance Public Safety & Security Strategies support communication & coordination with stakeholders Basis for security requirement for SAFETEA-LU</p> <ul style="list-style-type: none"> • Focused on securing State’s critical transportation infrastructure – highways, major seaports, airports, mass transit systems • Exercises complicated by disrupting transportation system <ul style="list-style-type: none"> ○ Efforts identified in Emergency Operations Plan & Continuity of Operations/Continuity of Government Plan (COOP/COG)
<p>Safety as a Stand-Alone Planning Factor (Page 42)</p>	
<p>Strategic Highway Safety Plan</p>	<ul style="list-style-type: none"> • To guide investment decisions to achieve significant reductions in fatalities & injuries on all of California’s public roads • Approved on Sept 26, 2006 • Serves as stand-alone Safety Element of the CTP 2030 Addendum • Collaborative process of all safety stakeholders • Leverage limited resources to achieve common safety goals • Teams established each 16 Challenge Area developed Strategic Highway Safety Implementation Plan <ul style="list-style-type: none"> ○ http://www.dot.ca.gov/hq/traffops/survey/SHSP/ISHSP-Final-04212008.pdf ○ April 4, 2008
<p>Include Operations & Management Strategies (Page 46)</p>	
<p>Long-range Statewide Transportation Plan (Page 46)</p>	<p>Operations & Management strategies, investments, procedures</p> <ul style="list-style-type: none"> • Ensure preservation and efficient use of existing transportation system <p>CTP Goal</p> <ul style="list-style-type: none"> • Preserve & Maintain the Transportation System • Implemented through the Governor’s Strategic Growth Plan <ul style="list-style-type: none"> ○ Mobility Pyramid – graphic ○ Outlines strategies to be used to achieve the outcome of reduced congestion • Department and MPOs develop Corridor System management Plans <ul style="list-style-type: none"> ○ Multi-disciplinary and multi-functional approach ○ Comprehensive guide for managing, operating, & improving transportation corridors among all partners ○ Required for corridors to receive funding from the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 206
<p>Accountability (Page 48)</p>	<p>Guidelines and Procedures for spending bond funds efficiently</p> <ul style="list-style-type: none"> • Governor’s Executive Order S-02-07 • DO Finance website to provide public access to how bond proceeds are utilized

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<p>Include Pedestrian Walkways & Bicycle Facilities (Page 48)</p>	<ul style="list-style-type: none"> • SAFETEA-LU requires pedestrian walkways & bicycle transportation facility investments to be listed in programming documents • CTP 2035 will address bicycling & walking modes throughout the plan as modes equal to other transportation modes
<p>Consultation with Non-Metropolitan Local Officials and Tribal Governments (Page 49)</p>	<p>SAFETEA-LU requirement to ensure rural & tribal issues are addressed Commit to resolve these & newly identified issues</p> <ul style="list-style-type: none"> • Focus routes & High Emphasis Routes for goods movement • Critical linkage with East/West connector routes for economic prosperity
<p>Appendices (Page 51)</p>	<ol style="list-style-type: none"> I. Population map II. Statewide & Regional Maps of Transportation & Resources Agencies III. Sample Maps for Consultation & Comparison IV. Collaborative Planning Concept V. Resources for Transportation Planning and Environmental Planning Data