

## CTP 2035 “Buckets”



As comments and suggested input for the California Transportation Plan (CTP) 2035 are received, they will be sorted with input from our Policy Advisory Committee into one of three categories or “buckets”:

1. CTP 2035 - *Comments and/or ideas to address or include in the 2035 plan*
2. Future CTP - *Things to address in the CTP 2040 (or later plan)*
3. Outside the scope of the CTP (will be noted for the record and referred as appropriate)

This sorting method provides a way to organize input received; builds a list of topics to address in the 2035 update; and documents the disposition of comments.

This method for addressing comments will be carried throughout the development process. As we begin to solicit input on various documents from stakeholders and the public at large, it will provide transparency and accountability. Once we begin to receive public comment on draft products, all comments received *will be available for viewing* on the CTP 2035 web portal (in accordance with the *Public Participation Plan for the CTP and FSTIP*, p. 11).

The following is a listing of input received to date, including input from the California Transportation Futures Symposium on September 2 – 3, 2008 and the first Policy Advisory Committee meeting on October 22, 2008 (includes dialogue, bucket exercise and supplemental information and evaluation forms).

**1. CTP 2035 Bucket** – *In general, items identified in the CTP scope or already included in the 2025 or 2030 Addendum are not repeated here.*

- CTP 2025 and 2030 Addendum
- Draft Scope for the CTP 2035 – *broad description of what this update will encompass (e.g., scan of current trends, challenges, and emerging issues)*
- Symposium “nuggets” – *distilled key ideas from the September 2 – 3, 2008 Transportation Symposium*
  - Statewide collaborative interagency planning
  - Shared/connected goals and policies
  - Centralized information and data sets
  - Transportation as a focal point for quality of life issues
  - Incentives that encourage efficient land uses
  - Early large-scale conservation and infrastructure planning
    - “Green Infrastructure Model” – approach and diagram illustrating the consideration of environmental issues early in planning and prior to development proposals

- Real-cost valuation of environmental resources
- Priorities for next transportation reauthorization (federal funding)
- Mobility improvements that stimulate and support a vibrant economy
- PAC input from the October 22, 2008 meeting:
  - Demand management, including road and parking pricing (address best practices)
  - Energy efficiency and conservation (address best practices)
  - Corridor optimization (Corridor System Management Plans)
  - Funding challenges/trends
    - Shortfalls in SHOPP and funding for local streets and roads
    - Unreliable funding
    - Cost of failing to invest in decaying infrastructure
    - Loss or reduction in funding sources (e.g., what comes after Proposition 1B?, reduced gas tax receipts, etc.)
  - Integrate health as an important aspect of meeting quality of life goals
    - Reduction in the likelihood and severity of transportation-related injuries
    - More non-motorized transportation choices in order to increase public health through increased physical activity
    - Reduction/prevention of climate change-related impacts/injuries to human health
    - Increased access to healthy foods; outdoor activities; neighborhoods
  - Regional Blueprint Planning as a focal point for the 2035 plan, and as a powerful tool for achieving early interagency collaboration and integration of plans outside of the traditional “silos”
  - Review of Regional Transportation Plans to inform development of the 2035 CTP
  - Address trends, challenges, and emerging issues for bicyclists and pedestrians, transit, and those affecting the young and elderly populations
  - Role of lifecycle costs of assets in contributing to sustainable transportation decision-making
  - Identify indicators to enhance current transportation system performance measures and to demonstrate impact of CTP on meeting vision of sustainable mobility
    - Sustainability indicators from regional blueprints (See Regional Progress Report)
    - Smart Mobility Framework indicators/measures
    - Connect indicators/measures from other sectors (with PAC help) to share responsibility for assessing and improving
  - Indicate multiple objectives (beyond transportation) to be achieved by CTP strategies
    - Allow others (outside the transportation arena) to participate in collaborations by linking to shared objectives
    - Consider developing matrix (with PAC help) to show co-benefits and shared/joint priorities and objectives
  - Consider mitigation efforts and adaptation to projected impacts for climate change beyond 2035 horizon (2050)

- Identify plans under the umbrella of the CTP (i.e., goods movement, climate change, regional blueprint planning, etc.)
- Integrate with other planning efforts especially State level plans
  - Identify how other plans beyond transportation are linked/support the CTP (e.g., State Water Plan)
  - Emphasize integration/connections at the regional level through blueprint planning
  - Highlight efforts to meet SAFETEA-LU requirements for comparing and consulting on plans, maps and data, as well as the consideration of environmental issues early in the planning process
- Articulate how CTP policies inform/impact State, regional and local transportation decision-making
- Consider identifying near-term strategies and opportunities
- Identify in the CTP those areas that may require a longer planning horizon, such as adaptation to sea level rise

## **2. Future CTP**

- The specific numbers of projects from RTPs that are carried through to the FTIP

## **3. Outside the Scope**

- State Agency “think tank” or academy – with staff or participants from all State agencies
- Vehicles that display GHGs emitted
- Geospatial Information Officer in State Clearinghouse or GIS office