

Name:	Organization:
--------------	----------------------

PROPOSED STRATEGIES

COLLABORATIVE PLANNING	Rate Priority
1. Develop set of integrated planning principles for California (CTP 2030 “opportunity area” #1).	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>
2. Coordinate State infrastructure planning (CTP 2030 “opportunity area #2).	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>
3. Encourage processes or practices that integrate conservation and infrastructure planning at large scales (such as Regional Blueprint Planning, watershed planning, integrated planning models, and Natural Community Conservation Plans) in a way that institutionalizes landscape scale impacts addressed through off-site mitigation and partnering in planning.	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>
4. Plan for conservation and infrastructure planning at a scale large enough to address cumulative effects on regional resources such as water, air, and habitat connectivity, as well as quality of life. (CTP 2030 “opportunity area” #3: Transportation planning that addresses regional impacts of multiple projects.)	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>
5. Statewide collaborative interagency planning.	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>
6. Integrate State level and regional plans and identify shared goals and policies beyond traditional silos (e.g., CA Water Plan, Climate Action Plan, Wildlife Action Plan, etc.)	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>
7. Identification of high-valued resources for protection through early collaborative interagency planning.	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>

COLLABORATIVE PLANNING (CONTINUED)	Rate Priority
8. Explore creative programs, such as Transnet in San Diego, to promote advanced mitigation and habitat protection.	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>
9. Educate public and stakeholders on multiple benefits of sustainable infrastructure planning that includes our “green” infrastructure.	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>
10. Cooperatively develop new policies and legislation that promote earlier, large-scale mitigation.	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>
STRATEGIC GROWTH	
11. Streamlined environmental review of location-efficient development with impact fees and mitigations sensitive to smart mobility benefits.	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>
12. Adoption of smart land development regulations including zoning and subdivision codes, urban design and street design standards, and airport land use compatibility plans.	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>
13. Provide incentives for the most efficient use of land while being sensitive to regional differences (CTP 2030 “opportunity area” #4: Incentives for efficient land use.)	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>
TOOLS/DATA/GUIDELINES/REGULATIONS	
14. Encourage the role of the State as a data, information, and education provider for more efficient, consistent, and seamless local planning (CTP 2030 “opportunity area” #5: Appropriately scaled statewide data & role of State as data, information, & education provider for local planning.)	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>

TOOLS/DATA/GUIDELINES/REGULATIONS (CONTINUED)	Rate Priority
15. Revised RTP guidelines and procedures consistent with AB 32 (Greenhouse Gas Reduction) and SB 375 (Sustainable Communities Strategies – connecting greenhouse gas reduction and land use).	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>
16. Integration of context sensitive solutions and complete streets policies through adoption of related transect based (subdivision of community plans into zones ranging from rural to urbanized settings) standards.	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>
17. City and County general plan guidelines consistent with AB 32, SB 375, and AB 1358 (Complete Streets.)	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>
18. Statewide centralized information and data sets.	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>
19. Develop models that integrate land use, transportation and environmental issues.	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>
PERFORMANCE MEASURES/INDICATORS/DECISION-MAKING CRITERIA	
20. Funding criteria that reward agencies making land use decisions to promote compact development with pedestrian- and transit-friendly urban design features.	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>
21. Develop a system to provide real-cost valuation of environmental resources (in terms of ecosystem services) in order to determine the actual benefit-cost of these resources for transportation decision-making.	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>

PERFORMANCE MEASURES/INDICATORS/DECISION-MAKING CRITERIA (CONTINUED)	Rate Priority	
22. Reward better planning through taxes, funding and streamlining <ul style="list-style-type: none"> a. Tax breaks for employers who support transportation demand management strategies (e.g., carpooling, flextime, bike fleets) b. Tax structures that reward employers that locate near transit or housing; developers that build housing near employment centers c. Streamlined regulatory review for projects that prioritize smart land use d. Prioritize projects consistent with Regional Blueprint Plans 	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
23. “Smart Mobility” performance measures (defined as part of the Smart Mobility Framework) consistently applied in transportation decision making and programming activities.	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
24. Multiple-objective investing criteria addressing all principles.	H High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
25. Improve transportation decision-making by considering lifecycle cost of assets.	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
26. Identify sustainability indicators to enhance current transportation system performance measures.	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
FUNDING		
27. Ensure the financial integrity of the Highway and Transit Trust Funds.	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
28. Rebuild and maintain transportation infrastructure in a good state of repair.	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

FUNDING (CONTINUED)	Rate Priority
29. Establish goods movement, as a national economic priority.	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>
30. Enhance mobility through congestion relief within and between metropolitan areas.	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>
31. Strengthen the federal commitment to safety and security, particularly with respect to rural roads and access.	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>
32. Strengthen comprehensive environmental stewardship.	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>
33. Explore funding flexibility that may be required to accomplish large-scale collaboration, conservation and mitigation.	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>
34. Long-term institutional support and flexible funding for collaboration (data sharing, conservation, mitigation.)	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>
35. Creating dependable long-term funding sources for transit capital and operating programs to leverage private investment in land development and revitalization.	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>

FUNDING (CONTINUED)	Rate Priority	
36. Pool mitigation funding for multiple projects to encourage integrated, large-scale mitigation.	High Medium Low	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
HEALTH		
37. Reduce likelihood and severity of transportation-related injuries.	High Medium Low	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
38. More active (non-motorized) transportation choices to improve public health.	High Medium Low	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
39. Reduce/prevent climate change-related impacts/injuries to human health.	High Medium Low	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
40. Continue to educate the public about health related impacts of mobility and land-use decisions.	High Medium Low	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
OTHERS		
41. Reduce transit times at border crossings (current delays San Diego have led to economic losses of over \$5 billion and 52,000 jobs.)	High Medium Low	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
42. Complete Streets implementation on local streets and State highways per Deputy Directive 64-R1, Complete Streets: Integrating the Transportation System.	High Medium Low	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Shared Linkages?	<input type="checkbox"/>

OTHERS (CONTINUED)	Rate Priority
43. Travel and congestion pricing strategies.	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>
44. Identify mobility improvements that support a vibrant economy.	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>
45. Streamline permitting.	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>
46. Consider people mobility rather than vehicle throughput.	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>
47. Promote green infrastructure.	High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/> Shared Linkages? <input type="checkbox"/>
<p>Sources:</p> <p>CTP 2030 Opportunity Area: 1, 2, 4, 13, 14 California Transportation Futures Symposium: 5-10, 18, 19, 22, 34, 36, 40, 41, 44-47 CTP Policy Advisory Committee Meeting #1: 25, 26, 37-39 Building Conservation in Infrastructure Planning: 3, 4, 13, 14, 21, California Consensus on Federal Transportation Authorization 2008: 26-33 Smart Mobility Framework Phase 1 Report strategy examples: 11, 12, 15-17, 20, 23, 24, 35, 42, 43</p>	

NEW STRATEGIES

(list your suggestions for new strategies here)

•

•

•

•

•

•

•

•