

Improve Multimodal Mobility and Accessibility for All Users

Orange Text = PAC input

Overall, Group 1 thought that the Goal discussion covers the issue well and includes most of the relevant information.

General comments/suggestions on Document:

- Consider using following structure; policies → strategies → examples of actions to implement. Make sure we have strategies/actions to support policies
- Highlight Caltrans strategies/actions that support policies
- Document should include a narrative that points out that some goals may be at cross purposes to each other such as – increasing mobility and decreasing GHG
- Consider developing a goal consistency matrix
- Make sure the performance measures directly relate to policies – gives relevance to the document
- Be sure to roll up modal plans into document – this is very helpful to regional agencies
- Highlight what's been implemented from the last CTP
- Point out legislative barriers

General comments/suggestions on Goal Area:

- Frame the discussion by describing the problem
- Goal area needs to address transportation costs and socioeconomic issues
- The idea of “affordable” transportation needs to be more front and center
- Don't avoid the sensitive issue of land use - address that transportation affects land use
- Discuss importance of context sensitive solutions
- ITS Planning
- Don't overdesign transportation facilities
- Rural areas - life-line transit, road maintenance, safety, farm to market

Policies

P1: Manage and Operate an Efficient Integrated System

P2: Invest Strategically to Optimize System Performance

P3: Provide Viable and Equitable Multimodal Choices including Active Transportation

More than anything else, people want their transportation system to get them where they need to go – reliably, safely and at a reasonable cost without sacrificing the environment, our citizen's health or the character of our communities. Improved multimodal mobility and accessibility is best achieved by

providing well-integrated multi-modal options and managing the existing system to optimize performance.

- **Livability in Transportation (FHWA Livability in Transportation Guidebook - 2010) and Smart Mobility**
 - Make transportation investments that support community livability
 - Maximize efficiency and performance of existing system, increase multimodal travel options, and connect all the modal pieces
 - View the transportation system in the context of the larger societal landscape that includes housing, land use, and the economy
- **Optimizing the Existing System**
 - Transportation System Management strategies - coordinating traffic signals, changeable message signs, etc.
 - Transportation Management Systems Master Plan
 - Intelligent Transportation Systems
 - High Occupancy Vehicles
 - Corridor System Management Plans
 - Connected Corridors – new concept
 - Transportation Demand Management strategies – ridesharing, telecommuting, transit, etc.
 - Pricing – Oregon’s Road Usage Charge Program – highlighted program
- **Promote Viable Transportation Options**
 - Design communities to accommodate save, convenient travel alternatives
 - More viable and affordable options helps to establish equitable system
 - Many residents rely on transit as only means of transportation
 - Biking and walking facilities provide flexibility, improve user health, and increase livability
 - Complete Streets provide a more balanced and equitable transportation incorporating all modes
 - High Speed Rail Integration – “blended scenario” provides overall framework for statewide passenger rail system that integrates high speed trains with existing intercity and commuter/regional rail systems - highlighted program

Example Strategies

1. Provide safe, convenient, and continuous routes for pedestrians and bicyclists of all types that interface with and complement a multimodal transportation system.
2. Consider people mobility rather than vehicle throughput in transportation planning and decision-making
3. Enhance mobility within and between metropolitan areas by managing demand (including shifting trips to transit, bicycle and pedestrian modes) before expanding physical capacity of roadways.
4. Measure results by monitoring and evaluating transportation system performance.
5. Integrate and coordinate all travel modes through corridor system management planning to increase transportation options and improve travel times.
6. Focus on cost-effective strategies, such as intelligent transportation systems, that employ proven methods and technology to improve performance.
7. Implement travel demand management: pricing measures, parking policies, travel demand management programs, mileage based insurance, traffic calming, complete streets policies, and telework.
8. Implement programs to reduce vehicle trips while preserving personal mobility, such as employee transit incentives, telework programs, car sharing, parking policies, public education programs and other strategies that enhance and complement land use and transit strategies.

9. Expand, repair, and upgrade existing roadways to increase access for walking, bicycling and transit use.
10. Expand and improve transit services
11. Continue incremental improvements to the State's intercity rail system and passenger rail services, while providing for connectivity to a future high-speed rail network, and local transit networks.
12. Incorporate safe pedestrian and bicycle facilities in roadway capacity and rehab projects
13. Support the California High Speed Rail in planning for high speed rail system
14. Provide greater access to information, products and services without the need for physical travel
15. Expand on-call, alternative door-to-door paratransit services, to improve mobility for persons with disabilities and elder Californians
16. Facilitate use of advanced transportation systems to flexible transit service operators
17. Establish methods for evaluating levels of service for all modes in support of an integrated, multimodal transportation system

Performance Measures

- PM1: VMT per capita
- PM2: Percent of congested freeway/highway vehicle miles
- PM3: Mode share
- PM4: Average work trip travel time
- PM5: Average work trip travel speed **Group thinks this is an outdated PM consider using:**
- PM5: Percent of population (or housing units) within ¼ or ½ mile of transit station**
- PM6: % of work and higher education trips accessible within 30 minutes in peak periods
- PM7: % of non work-related trips accessible within 15 minutes
- PM8: Out of pocket use costs per trip
- PM9: Average Peak Period Travel Time
- PM10: Annual Vehicle Hours of Delay and Annual Person Hours of Delay
- PM11: Travel Time Reliability
- PM12: Person Throughput per Lane Mile

Preserve the Multimodal Transportation System

Summary: This goal focuses on preserving and investing in the current system for all modes. Goal 2 emphasizes the increasing demands on the system and the need for a dedicated funding source versus the on-going shortfall of maintenance funding and deferring the cost to rehabilitate the existing multimodal system. The system is at risk and the replacement costs for the current transportation infrastructure are in the billions of dollars from potential adverse effects of climatic change and other natural catastrophic impacts.

Policies:

1. Apply sustainable-preventive maintenance and rehabilitation strategies
Does this policy address meeting current needs and provide the ability to maintain for future generations? Is this system sustainability or environmental sustainability?
2. Evaluate multimodal life-cycle costs in project decision making
Does this mean the infrastructure's useful life versus the replacement cost-benefit? The Group felt that this is not a policy, but more of a strategy or a step in the process of becoming a strategy.
3. Adapt the transportation system to reduce impacts from climate change

Key Themes:

- Funding – There is a need to identify a dedicated transportation-funding source for all modes.
- Multimodal – List all modes instead of multimodal and address all modes in both policies and strategies.
- Sustainability – Define and clarify reusable and renewable resources.
- Prioritize Resources – prudent use of human, capital, and natural resources
- Life-cycle Cost – The term “economies of scale” is an unclear statement in context of the goal.
- Worse First – Projects with the greatest need to be prioritized first
- Action equals Strategy
- Reverse Engineer – Define quantifiable performance measures to determine strategies.
- Less is More

Strategies:

Strategy 1: Continue to place a high priority on preservation/maintenance of the system

Strategy 1a: Resources, such as human resources, support to human resources, capital resources, and natural resources – these are missing and there is a need for a dedicated funding source tied to resources.

Strategy 2: Utilize economies of scale while maintaining the system to upgrade multimodal and ADA compliant characteristics

- Funding does not come at one time; it comes throughout the life of that project.
- This is more of a step in the strategy process and was difficult to interpret.
- What happens is that you define and develop a project and you are going to look for economies of scale, which comes naturally.

Strategy 3: Use technology, innovative techniques, and new materials to enhance life of system and monitor defects

- Repair, maintain, cost-effective at least from the construction perspective

“Worse first”, allocate funding to the most damage roads or infrastructure first before maintenance money is used on other projects.

- New technology and other innovations such as lighter, more durable material to retrofit that uses newer technology. Transit makes use of Next Bus program, which similar technologies used for all multimodal aspects that apply.
- Sounds like ITS? Newer methodologies and technologies are coming out. Pavement monitoring equipped vans are not considered ITS.
- Asphalt/Pavement/Concrete monitoring of infrastructure to preserve and prolong the longevity of the system
- Determine when it is cost effective to rehabilitate before the critical point of the structure’s useful life, and possibly through technology.
- How do we implement the strategy on a local or regional level? Examples may help.

Strategy 3a: What connection, refinement and detail does this bring beyond the automobile and relevancy to tie to the CTP 2040?

Strategy 4: By 2018, ensure that distressed pavement does not exceed 12% of systems lane miles

- These are more like targets than strategies [which includes strategy #5]. Are these actually strategies or measurable objectives?

Strategy 5: By 2018, reduce the number of distressed bridges to 5% of all bridges

- Did this come from Pete Spaulding’s performance indicator reports?
- There is not enough funding to maintain the current condition. Is this achievable?
- If this document is designed to help you make choices and its laying out all these goals that you are trying to accomplish everything all at once with limited resources how does it help you make choices over good, better and best. To be a successful document maybe it should set prioritizations.
- Let us fix it first and work towards dedicated funding for preservation.
- The strategy should be “Catch up”; timeliness should be included for system preservation activities of maintenance and beyond the cost effectiveness.

Strategy 6: Evaluate and enhance life-cycle cost tools to fit preservation needs

- Current tools are outdated; these need to be improved and to reflect the current development patterns.
- What is an example of life cycle cost tool? Is the tool adequate? We need better data.
- Do we have the analytical tools to look at the data and make good determinations?
- Collect, evaluate, enhance data and use technology/life-cycle cost tools.
- What are the resources? Address the resources, which could provide funding for staff and technical assistance.

Strategy 7: Create and utilize climate change tools such as sea level rise maps to mitigate impacts to the system

- Sea level rise is a coastal centric issue. Inland concerns are major storm events, water flow, flooding, wildfire related to transportation impacts.
- It is more of a big picture at the state level. If there is a policy, the burden is on the State to develop those tools. Consider sea level rise design for all modes of travel?
- What tools are used to determine or measure the environmental effect? Maps?
- When do we act upon the data to address the effect? When do these climate change tools become relevant to act?
- Are there target dates?
- It is beyond the capability and ability of a region to analyze and predict climate change impacts on a local or regional level.

- Recognizing and supporting other modes of travel to mitigate, encourage and adapt them into the system to reduce climate change. There needs to be clarification and a strategy for sea level rise and multimodal, which does not call out “all modes of travel”, such as bike/pedestrian, transit, air and seaports as well as freight rail.

Performance Measures:

Performance Measure 1: Pavement conditions (percentage of distressed lane miles)

Performance measures include pavement conditions and the percentage of distress lane miles, which is measurable.

Performance Measure 2: Percent of facilities with critical infrastructure deficiencies remediated

Performance Measure 3: Bridge Condition: Number and percent of distressed bridges

Performance Measure 4: Benefit Cost

Performance Measure 5: Use three-Part-screening criteria to determine If SLR will potentially affect a project: Is the project located on the coast or in an area vulnerable to SLR? Will the stated SLR impact the project? Is the design life of the project beyond year 2030?

Additional Comments:

- Consider performance measures to develop strategies, group felt most of the strategies were not strategies rather a step in the strategy process.
- Instead of concentrating on funds to build, capital outlay projects we need to consider the long-term maintenance and preservation of the project. If you do not have the resources or if we cannot afford the long-term cost of preserving the system maybe the best decision is not to build the project.
- Add a policy that addresses dedicated funding.
- Improve the quality of life through economics and investing in the system we currently have.
- From a Policy 2 standpoint, if you are making a decision based simply on capital cost versus a decision based on life-cycle cost we should steer our decision based on life-cycle cost not capital costs.
- Are you evaluating the life-cycle of all modes in the infrastructure and project?
- How I read this is that when you make a decision to investment in a project you are evaluating the cost over the useful life of the project.
- In Policy 3, what percentage of population would be impacted in order to make choices and how it competes with other priorities?

Questions:

- Does G2 cover what you think is important to preserving the transportation infrastructure? **Yes, we need a dedicated funding source.**
- Do the strategies support the policies well? **Drop or combine strategies. The consensus was making it more meaningful, clear, and that less is more, be specific. What are we missing? Actions equal strategies, felt like all the strategies were steps in the process, but not the actual strategy itself. Reverse engineer the strategies from the performance measures to derive the strategies. We look at the policy to decide on a clear and feasible quantifiable performance target/measure and develop the strategies to those targets.**
- Do the performance measures support the Goal? **The biggest need is to obtain good data for evaluating with modern tools, such as an improved and updated life-cycle cost tool.**

Support a Vibrant Economy

Goal 3 discusses the role the transportation system plays in supporting an open economy and the importance of maintaining and updating the system to preserve California's vibrant economy. The Department has proposed three (3) policies in an effort to ensure efficiency of the system that fosters economic activity and growth.

Policy #1: Support transportation choices to enhance economic activity

Reducing the amount individuals and households spend on transportation costs effectively increases disposable income that can otherwise be used toward other investments and purchases. Policy 1 explores opportunities available for reducing transportation costs by expanding choices for travel, either through establishing new modal options and/or expanding and improving existing modes. Providing efficient, reliable, safe and flexible multi-modal options will provide its citizens with broad and affordable mobility, improving access to jobs, services, commerce, entertainment and recreation activities that enhance people's lives and facilitate economic activity.

Active transportation creates employment opportunities that further stimulate economic activity. Jobs directly created from active transportation provide opportunity for middle income wages and economic prosperity for the entire community.

Strategies/Performance Measures:

S-1 Coordinate with other transportation agencies to enhance network connectivity to create transportation choices that meet demand and reduce costs to users.

S-2 Promote incentive programs designed to encourage efficient travel and utilization of mode options.

S-3 Utilize technology to inform travelers of best available travel options, both in time and cost of trip.

PM-1 Reduction in household travel expenditures. (% share of income)

PM-2 Increase in the number of household trips utilizing active transportation modes.

PM-3 Increase in the number of jobs in active transportation fields.

Policy #2: Enhance freight mobility, reliability and global competitiveness

California is a major gateway for goods movement into and out of the country. Getting goods and freight related services to Californians requires a vast transportation network consisting of roadways, transit and freight rail systems, airports and seaports. Policy 2 highlights the importance of providing an efficient and reliable system on business productivity and economic output to the State. This requires coordination with private and public stakeholders to ensure the built system is functioning adequately and future needs are properly planned.

There are numerous industries developed to support goods movement activities which employ hundreds of thousands of Californians. California must continue to invest in the freight transportation system to provide industries the opportunity to thrive and compete against competing gateways around the country.

Strategies/Performance Measures:

S-1 Enhance goods movement mobility, reliability and efficiency.

S-2 Provide State leadership by promoting and negotiating cross-jurisdictional coordination to bring about improved efficiencies and connectivity, including at ports-of-entry for the movement of people, goods, services and information.

S-3 Continue to research, develop, demonstrate and deploy cost-effective technologies and operational strategies to expedite goods movement, improve safety and reduce congestion.

Policy #3: Seek sustainable and flexible funding to maintain and improve the system

Expanding and maintaining a transportation system that keeps California moving forward will require sufficient funding that is sustainable and flexible. Policy 3 looks at methods for generating revenue that enables the Department to provide a transportation system that meets the needs of *all* Californians without imposing undue financial hardship. Any revenue scheme evaluated must consider the full cost transportation imposes on its citizens, including social and environmental costs. Revenue policies will also have a role in how California meets the challenge of reducing Greenhouse Gas emissions.

Careful consideration of the economic impacts will be considered and weighed against the goals outlined in the CTP 2040 and of the Administration. Revenue generating schemes can be developed that balance the need for maintaining the transportation system supporting the economy.

Strategies/Performance Measures:

S-1 Research, develop and propose alternative revenue collection schemes that fully address current and future transportation system management needs.

S-2 Research, develop and propose schemes to effectively increase private sector investment in transportation system investments.

S-3 Utilize funding opportunities of the Moving Ahead for Progress in the 21st Century (MAP-21), while advocating for policies consistent with the economic, environmental and equity values of California.

PM-1 Develop and proposes revenue schemes to address proposed strategies and values.

Contact:

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Foster Livable and Healthy Communities and Promote Social Equity

Summary: This goal will focus on providing livable and healthy communities in California through active collaboration and engagement early in the transportation planning process with residents, businesses and stakeholders. It will emphasize promoting social equity through improving access to jobs and affordable housing, providing multimodal transportation options, and lowering transportation costs, while protecting the environment.

Policies:

1. Expand Collaboration and Community Engagement in Multimodal Transportation Planning and Decision Making
2. Integrate Multimodal Transportation and Land Use Development
3. Integrate Health and Social Equity in Transportation Planning and Decision Making

Key Themes:

- Smart Mobility Framework – **emphasize how this addresses multimodal travel or active transportation (use terms public understands)**
- Livability principles
- Location efficient development – **define this; bringing uses closer together**
- 3 E's
- Sustainability
- Social equity
- Affordable housing
- Preserving existing communities, urban and rural equity
- Public health
- Context Sensitive Solutions
- Sustainable Communities Strategies
- Jobs/Housing balance
- Complete Streets – **emphasize this one**

Strategies (**under development, this is a preliminary sampling**):

Strategy 1: Prioritize the need for early and often collaboration (**education should be an element of this**) with key stakeholders and the general public, with emphasis on Environmental Justice communities. (**consideration should be given to multiple languages where appropriate**).

Strategy 1a: Facilitate (encourage?) community engagement in building and maintaining of public works. (The essence of this is community involvement; bringing citizens to the table to implement actions/projects. Conservation Corp would be an example of this and “parklets.”)

Strategy 2: Incorporate community values and support context sensitive solutions (**note – requirement for SHS**) for all transportation facilities and infrastructure decisions.

Strategy (new): Promote connectivity to transit (or multimodal transportation) by investing, where applicable, in sidewalks and bicycle facilities.

Strategy 3: Invest in **active transportation to facilitate** healthy, safe, and walkable neighborhoods: rural, urban, or suburban.

Strategy 4: Support strategies like location efficiency, mixed-use/transit oriented development, **infill**, land recycling (**e.g., brownfield development, redevelopment, adaptative re-use**) and **highways as main streets in rural areas** — to increase community revitalization and the efficiency of public works investments, and safeguard rural landscapes.

Strategy 5: Promote (**replace with stronger verb, secure, identify, provide, prioritize?**) resources (**specify...such as, technical assistance, do we also mean natural resources?** and funding that encourage **active living and improved** public health. ~~and active living.~~ (CA's new "Active Transportation Program" is an example of State commitment of resources.)

Add strategies from SMF Action Plan?

Performance Measures (under development, this is a preliminary sampling**):- line-up with SANDAG Report and MAP-21**

Performance Measure 1: **Number of** new housing within 0.5 miles of transit stops with frequent transit service (**Rural areas – can innovative concepts like using school buses in downtime be considered?**)

Performance Measure 2: ~~Amount~~ invested (**or number of units**) in affordable housing using location-efficient land use in a manner that avoids inequitable impacts. (**Idea is preserve housing affordability.**) **How can we measure rural areas in terms of housing affordability?**

Performance Measure 3: The extent to which transportation decisions accommodate and incentivize population and economic growth consistent with regional sustainable communities strategies or alter native planning strategies meeting regional performance standards under SB 375.

Notes:

Consider performance measures for SJCOG scenario development. (Diane will send)

Add a PM that addresses employment.

Add PM that addresses needs in rural areas – suggested transit or “specialized transit” (i.e., demand response or paratransit services) be the focus. Frequency of service or availability could be the metric.

See Rural Counties Taskforce effort to define rural performance measures using Rural Planning Assistance funds.

Consider adding strategy or modify strategy under Goal 1 to address instensification of multi-modal travel options with more connections and more frequent service/headways.

G6: Practice Environmental Stewardship

Orange Text = PAC input

Overall, the group agreed with what was currently included in Goal 6. Their comments are focused on including more topics with the exception to PMs. Less PMs = more.

Summary Comments

- Need to cover full spectrum of sustainability by going from planning to installation/construction
- Strategies need to support policies
 - Build from RTP/SCS
 - Encompass RTP/SCS land use which already supports Environmental Stewardship

Key Themes Comments

- Group liked the first key theme GHG adaptation and mitigation
- GHG adaptation and mitigation theme needs to be included and covered throughout Goal 6. This theme is lacking in policies and strategies
- Needs to address adaptation and mitigation between neighboring regional projects
- Goods movement, High Speed Rail, and context sensitive solutions needs to be added as a key theme
- Green infrastructure should also be included. Ex. Low impact design, flood projection, storm water
- Key themes should be broken into two sub topics/areas:
 - Themes: Sustainability
 - Drivers: AB 32, SB 375

Strategies

- The three identified strategies are good and broad enough to cover everything.
- May want to include a strategy about zero emission vehicles (ZEV)
- P1-S1: Add investment so it reads as “planning and investment decisions”
- Strategies should be “cross-cutting”
- Should add active transportation
- Local climate actions plans need to be included not added

Performance Measures

- PM 2 and PM 3 are very clear, but PM 1 is not as clear
- PM 1 is too general, may want to focus on grading the land/agriculture. Ex. Loss of high quality open space/agricultural land
- VMT needs to be added as a PM
- Simplify/reduce PM, less is more
- Having PMs that cover multiple goals is really important

- Needs to include habitat connectivity in corridors. OPR's EGPR highlights habitat connectivity and land use. Look at EGPR's metrics.
- Gross areas of constrained land consumed should be added to PMs
- PM2 and PM 3 could be simplified to Air Quality and Climate Change PMs

Summary

As we plan for California's transportation future, we must do so in a way that protects natural, agricultural, cultural resources through conservation and sustainable practices. State and local agencies can achieve significant benefits by incorporating environmental and community values into transportation decisions early in planning and carrying these considerations through transportation project development and delivery. A critical aspect of environmental stewardship is recognizing the transportation community's role in mitigating the impacts of climate change and instituting measures to reduce GHG emissions from transportation.

Key Themes

- GHG adaptation and mitigation
- Sea Level Rise
- Water Quality
- Air Quality
- Preserve natural resources
- Land conservation
- AB 32 / SB375
- Zero Emission Vehicles
- New Fuel Technology
- Context Sensitive Solutions
- Preserve lands through a cooperative partnerships
- Sustainability
- **Added: Goods Movement**
- **Added: High Speed Rail**
- **Added: Context Sensitive Solutions**
- **Added: Green Infrastructure**



G6: Practice Environmental Stewardship

Policies (P)

- P1: Integrate Environmental Considerations in All Stages of Planning and Implementation.
- P2: Conserve and Enhance Natural, Agricultural, and Cultural Resources.
- P3: Reduce Greenhouse Gas Emissions and Other Air Pollutants.
- P4: Transform to a Clean and Energy Efficient Transportation System.

Strategies (S)

- P1-S1: Link transportation planning **and investment** decisions with resources and environmental planning to enhance and preserve the environment
- P1-S2: Avoid and minimize natural resource and ecological system impacts to the greatest extent possible
- P1-S3: Ensure that California continues to lead the energy efficiency and conservation industry, promote sustainable development, green building and green practices that reduce greenhouse gas emissions.
- P1-S4: Active Transportation**
- P1-S5: Inclusion/incorporation of local climate action plans**

Performance Measures (PM)

- PM1: Change in agricultural acres to urban use
- PM2: % CO2 emissions reduction per capita
- PM3: GHG emissions reduction per capita
- PM3: VMT**
- PM4: Gross areas of constrained land consumed**