

The logo features a stylized sunburst or fan shape on the left, composed of several overlapping curved segments in shades of blue, green, yellow, orange, and red. To the right of this graphic, the word "California" is written in a large, bold, purple serif font. Below it, the words "TRANSPORTATION PLAN" are written in a smaller, blue, sans-serif font. The year "2040" is written in a very large, bold, blue sans-serif font.

California

TRANSPORTATION PLAN

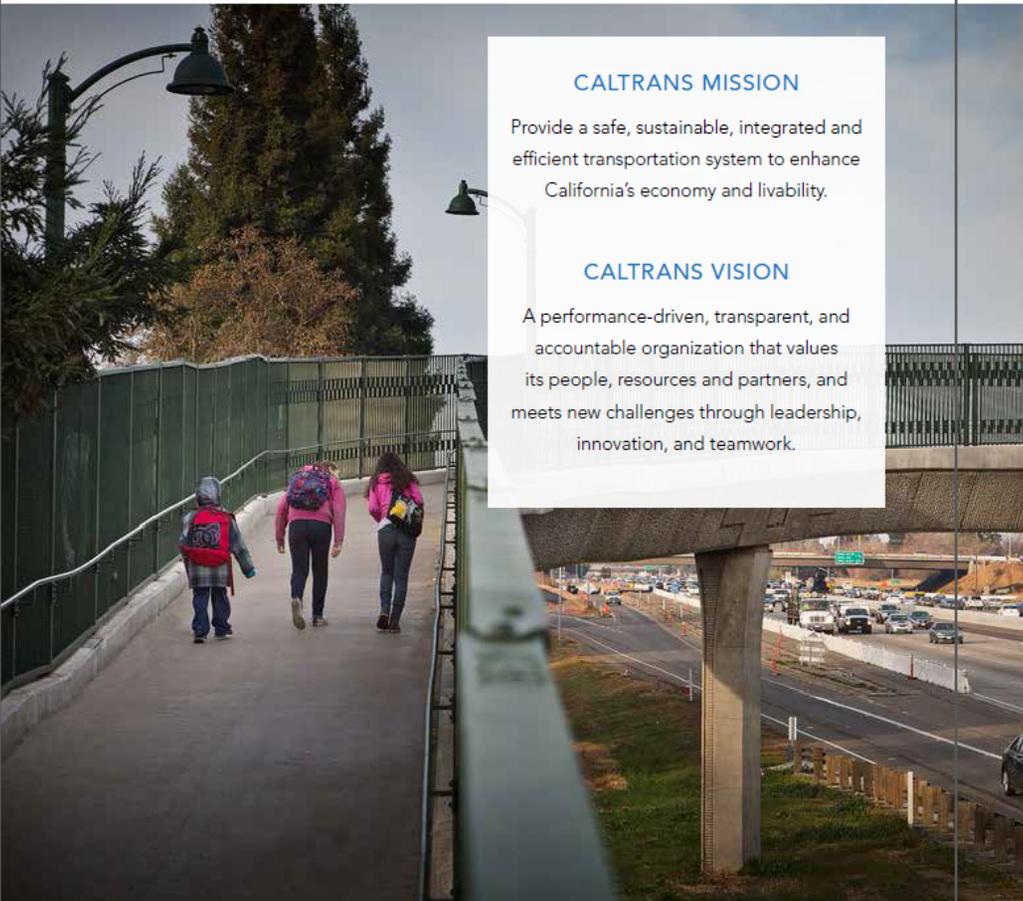
2040

Policy Advisory Committee
Sacramento, CA
October 27, 2015

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CALTRANS MISSION

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

CALTRANS VISION

A performance-driven, transparent, and accountable organization that values its people, resources and partners, and meets new challenges through leadership, innovation, and teamwork.

PREFACE

WHY A CALIFORNIA TRANSPORTATION PLAN?

California will face new and emerging challenges in the near future that will significantly reshape transportation priorities and everyday quality of life. Increasing awareness of human and environmental health, economic vitality and social equity are influencing current and future transportation decisions. Although some of these challenges are emerging today, the CTP 2040 looks well into the future and focuses on longer term impacts. The CTP 2040 anticipates these future issues and offers guidance to prepare and respond to new and emerging challenges to help meet California's future transportation multimodal needs and priorities. With a population as large and diverse as California's, new ways are necessary to move people, goods, services and information throughout the state and within our communities.



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March Draft v. Final Draft

March Chapters

1. Purpose and Context
2. The Transportation System
3. Trends and Opportunities
4. Native American Transportation
5. Revenues and Expenditures
6. The Plan
7. Analysis
8. Recommendations

Final Draft Chapters

1. Vision and Framework for California's Transportation System
2. The Transportation System
3. Analysis
4. Achieving Success
5. Appendices

Chapter 1

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Vision and Framework of California's Transportation System

- Purpose of the Plan
- Building and Preserving California's Legacy
- Process for Developing the Plan
- Planning Framework



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HIGH-SPEED RAIL BUSINESS PLAN

The California High-Speed Rail Authority (CHSRA) is responsible for planning, designing, building, and operating the first HSR system in the nation. The California HSR is currently under construction in the San Joaquin Valley and will connect the major regions of the state. It is expected to contribute to economic development and a cleaner environment, create jobs, and preserve agricultural and protected lands. By 2029, the planned system will transport passengers from San Francisco to the Los Angeles basin in under three hours at speeds that can exceed 200 miles per hour. Eventually, the system will extend to Sacramento and San Diego, covering 800 miles with up to 24 stations. In addition, the CHSRA is working with regional partners to implement a statewide rail modernization plan that will invest billions of dollars in local and regional rail lines to meet the State's 21st century transportation needs.



TRIBAL TRANSPORTATION AND SAFETY PLANS

Native American tribal governments engage in transportation safety planning for all users in their communities. As sovereign nations, Native American tribal governments have the authority to make and approve transportation plans to further their unique community goals. These plans support the planning, construction, maintenance, and operations of roadways and guide the development of transit services on their tribal lands and for the residents of the community. In addition, tribal transportation plans are essential for successful proposals for competitive State and some federal transportation grant programs. The tribal transportation safety plans seek to improve safety on tribal roads for all road users. In Fiscal Year (FY) 2012-13, nine California tribes received a Moving Ahead for Progress in the 21st Century (MAP-21) Tribal Transportation Program (TTP) Safety Funds to write tribal transportation safety plans for their respective communities.

DID YOU KNOW?

Each Sustainable Communities Strategy (SCS) completed to date demonstrates a comprehensive shift away from business-as-usual. The plans reduce per capita vehicle-miles-traveled (VMT) while offering a host of additional benefits that will improve quality of life for Californians. By 2035, for example, residents in the San Diego area will make nearly one-third of their trips in a mode other than, or in addition to, driving. In Southern California, two-thirds of new housing will be multifamily dwellings. Jobs in high-frequency-transit areas near Sacramento will more than double, making it easier for commuters to get to work. By 2040, the San Francisco Bay Area will experience a 20 percent increase in the region's share of car-free trips. These are just a few examples of the ways that improved regional planning, in coordination with local governments, will reduce per capita VMT and support vibrant, livable communities.

— ARB Scoping Plan, Appendix C, 2014

STATEWIDE TRANSPORTATION NEEDS ASSESSMENT LEAD BY THE CALIFORNIA TRANSPORTATION COMMISSION

The CTC allocates funds for the construction of highway, passenger rail, and transit improvements throughout California. The CTC also advises and assists the Secretary of the California State Transportation Agency (CalSTA) and the Legislature to formulate and evaluate state policies and plans for California's transportation programs. To assist with these responsibilities, in 2011 the CTC requested a needs assessment that coordinates a list of transportation projects and programs and identifies related funding requirements that will allow local, State, and regional transportation agencies in California to present a consistent message when communicating statewide needs for preserving, expanding, maintaining, and operating the State's transportation system. The report is designed to identify the needs of the statewide transportation system over a ten-year timetable (2011 to 2020).

Chapter 2

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The Transportation System

- Statewide
- Tribal
- Regional
- Local
- Opportunities



TABLE 5
CALIFORNIA TRANSPORTATION SYSTEM OVERVIEW

STATE HIGHWAY SYSTEM

The California State Highway System (SHS) includes over **50,000** lane-miles of pavement; **12,559** bridges; **205,000** culverts and drainage facilities; **87** roadside rest areas; and **29,183** acres of roadside landscaping. While lane miles measure the total distance covered by through lanes, centerline miles measure just the length of the system. For example, a one-mile length of a three-lane highway would equal one centerline mile but three lane miles. Approximately **61 percent** of the SHS is multilane divided highway, three percent is multilane undivided highway, and **36 percent** is two-lane road. Infrastructure for the SHS also includes Caltrans' maintenance stations, equipment shops, transportation laboratories, and other support facilities. Much of the SHS was built between 1950 and the early 1970s to serve the growing population and economy of the state. Many of these assets are reaching the end of their service life, and most are at an age where they are deteriorating at an accelerating rate.



HIGHWAY AND ROAD CENTERLINE* MILES (2012) ¹	
State highway system (SHS)	15,147 miles
County roads	65,044 miles
City roads	75,572 miles
Federally owned roads	16,708 miles
Other jurisdictions	3,347 miles
Total Highway and Roadway Distance	175,818 miles

BRIDGES ¹	
State owned bridges and other structures (ferry boats, tunnels, tubes, large-crossing & small crossing bridges)	13,133



FREIGHT AND PASSENGER RAIL ROUTE MILEAGE ²	
Passenger: state corridors	887 miles*
Passenger: Interstate AMTRAK corridors	1,663 miles*
Freight: class 1 Railroads	3,928 miles*
Freight: regional and short line railroads	1,317 miles*
Freight: switching and terminal railroads	275 miles

PORTS ⁴	
California seaports (Both inland and coastal)	12

⁴ Route miles are estimated by adding each agency or railroad company's reported operating route miles for 2010, the last available year recorded. Thus total route miles are less than shown because some railroad route miles are shared by more than one railroad company or agency.



AIR (2013) ³	
Commercial service airports	29
General aviation airports	216
Special-use airports	66
Hospital heliports	160
Heliports (fire, police, commuter, private)	505

Chapter 3

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Analysis

- Modeling Results
- Analysis Summary
- Conclusions and Findings



THE VISION SUSTAINABILITY

California's transportation system is safe, sustainable, and globally competitive. It provides reliable and efficient mobility and accessibility for people, goods, and services while meeting our greenhouse gas emission reduction goals and preserving community character. This integrated, connected, and resilient multimodal system supports a prosperous economy, human and environmental health, and social equity.

THE GOALS

- 1** Improve Multimodal Mobility and Accessibility for All People
- 2** Preserve the Multimodal Transportation System
- 3** Support a Vibrant Economy
- 4** Improve Public Safety and Security
- 5** Foster Livable and Healthy Communities and Promote Social Equity
- 6** Practice Environmental Stewardship

THE POLICIES

POLICY 1 Manage and Operate an Efficient Integrated System	POLICY 1 Apply Sustainable Preventative Maintenance and Rehabilitation Strategies	POLICY 1 Support Transportation Choices to Enhance Economic Activity	POLICY 1 Reduce Fatalities, Serious Injuries, and Collisions	POLICY 1 Expand Engagement in Multimodal Transportation Planning and Decision Making	POLICY 1 Integrate Environmental Considerations in All Stages of Planning and Implementation
POLICY 2 Invest Strategically to Optimize System Performance	POLICY 2 Evaluate Multimodal Life Cycle Costs in Project Decision Making	POLICY 2 Enhance Freight Mobility, Reliability, and Global Competitiveness	POLICY 2 Provide for System Security, Emergency Preparedness, Response, and Recovery	POLICY 2 Integrate Multimodal Transportation and Land Use Development	POLICY 2 Conserve and Enhance Natural, Agricultural, and Cultural Resources
POLICY 3 Provide Viable and Equitable Multimodal Choices Including Active Transportation	POLICY 3 Adapt the Transportation System to Reduce Impacts from Climate Change	POLICY 3 Seek Sustainable and Flexible Funding to Maintain and Improve the System		POLICY 3 Integrate Health and Social Equity in Transportation Planning and Decision Making	POLICY 3 Reduce Greenhouse Gas Emissions and Other Air Pollutants
					POLICY 4 Transform to a Clean and Energy Efficient Transportation System

Chapter 4

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Top 10 Recommendations

- Improve Transit
- Reduce long-run repair and maintenance costs
- Improve highways and roads
- Improve freight efficiency and the economy
- Improve communities
- Reduce transportation-system deaths and injuries
- Make bike and pedestrian facilities safe and robust
- Make our vehicles and transportation fuels cleaner
- Improve public health and the environment
- Secure permanent and stable transportation revenue

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1. Performance Measures
2. Strategies for Achieving Success
3. Trends and Opportunities
4. Native American
5. Revenues and Expenditures
6. Technical Analysis
7. Additional Recommendations

Where we are, and What's Next

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- **Final Draft for Public Review**
- **Final CTP 2040**

November
December

For More Information...

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Check out the CTP Website at:

www.californiatransportationplan2040.org



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