

Connecting Californians

**CALIFORNIA
TRANSPORTATION
PLAN**

2025



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This document is also available in Spanish, Cantonese, and Vietnamese. To obtain a copy in one of these alternate formats, please write:

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For current information and updates on the California Transportation Plan, please visit our website at:
<http://www.dot.ca.gov/hq/tpp/offices/osp/ctp.htm>

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Coming soon



Many of us have no idea there is a transportation project being planned until the heavy equipment arrives. Others may vaguely remember a project mentioned years ago, and suddenly it's headline news. Where do these projects come from? Who makes the decisions to build transportation projects? How can you influence these decisions?

The process of identifying future transportation needs and looking for solutions to those needs is called *Transportation Planning*. From this process, projects take shape. Think of the transportation decision-making process as creating a piece of pottery. The potter begins with a mass of clay and an idea for the final creation. As the mass begins to take shape, there are changes and adjustments – more clay here, less there, a change in shape and size. You can influence the shaping to make the creation as beautiful and useful as possible.

What is the draft California Transportation Plan?

The draft California Transportation Plan (CTP) is a statewide, long-range transportation plan that will guide transportation decisions and investments in the 21st Century. It proposes a vision for transportation in year 2025 and beyond, and sets goals, policies, and strategies to achieve

to a location near you

this vision. It provides broad strategic direction for transportation system improvements based on a continuing planning process. The CTP does not recommend individual projects; rather, it provides guidance in the selection of strategies that will meet statewide targets for transportation system performance. Once completed, regional action plans will be collaboratively developed to implement the strategies presented in the CTP.

The CTP will help ensure California's ability to compete globally, better link transportation and land-use decisions, and help achieve national goals of improving air quality, reducing petroleum energy consumption, and providing mobility for all persons. The CTP will influence you and your children's future transportation choices, community, and quality of life.

Achieving the vision will take considerable effort. All transportation providers and system users are encouraged to be partners in helping to make the CTP a reality. Communities must plan and use their land wisely, transportation providers must manage the system efficiently, and users must choose services carefully.

Your Input and Participation

The CTP was developed in collaboration with transportation system users, public and private

decision makers, and transportation providers. During numerous focus group meetings, workshops, customer telephone surveys, and using written questionnaires, we asked the public, "Where do we go from here?" The CTP reflects the public's response. Now we need to know – "Did we get it right?"

You will have many opportunities to influence the shape of the CTP. For example, included in this brochure is a postage-paid questionnaire we urge you to complete and return to us. We also hope to see you at one of the many workshops and meetings that will be held throughout the state. You may also visit our website to gain specific information regarding times and locations of meetings, download the complete CTP, or e-mail us your comments. The website is located at: <http://www.dot.ca.gov/bq/tpp/index.htm>

You may also fax your comments or questionnaire to (916) 653-1447.

Background

In the three decades from 1970 to 2000, California's population grew from 19 to 34 million, a nearly 80 percent increase. During this period of increasing demand, underinvestment in transportation infrastructure left the state with large deficits in capacity and deferred

maintenance. In July 2000, Governor Gray Davis reversed this trend with the commitment of nearly \$7 billion in new transportation resources to the Traffic Congestion Relief Program (TCRP). In March 2002, Californians voted two-to-one in favor of Proposition 42 to continue the transportation improvements initiated by the TCRP.

The CTP, a multimodal transportation plan for all of California, reflects the Governor's commitment to the state's transportation future. Multimodal means the plan does not only consider roadways. It considers the movement of people, goods, services, and information via all means of transportation, or modes, including roads, rail, air, water, bikeways, pedestrian, and virtual travel through electronic communications.



*Did we get it right?
Let us know!
Page 18A*

*Phase II of public
and stakeholder
involvement for the
draft California
Transportation
Plan 2025 –
California's long-range
transportation plan
for the entire state –
we want to hear
from YOU!*



The Transportation Vision for 2025

California has a safe,

sustainable

transportation

system that is

environmentally

sound, socially

equitable, economically

viable, and developed

through collaboration;

it provides for the mobility

and accessibility of people,

goods, services, and information

through an integrated,

multimodal

network.



California faces serious transportation challenges over the next several decades. As the state's population and economy continue to grow, we must safely maintain our existing transportation system and provide for the increasing demand for mobility. Moreover, we must meet these challenges while striving to enhance our environment, support our communities, and maintain our quality of life.

Connecting people, markets, and goods in a dynamic global economy will require

cooperation, collaboration, and commitment. We will need to share a common vision and endorse common goals and strategies. The CTP was developed in collaboration with transportation policy and decision makers, local, regional, state, tribal and federal governments, and the traveling public to create a vision and present goals and strategies to ensure our future mobility and accessibility.

Mobility and Accessibility

Transportation is more than concrete and steel. The transportation network binds our people and economy by providing mobility and accessibility. Mobility is the potential for movement. However, movement is generally not an end in itself, but a means to access services, activities, and markets. Accessibility may be influenced by the transportation system, urban form, and street design, as well as communication systems that enable "virtual movement," such as teleworking, teleconferencing, e-business, and e-marketing. The CTP seeks to improve California's mobility and accessibility.

Guiding Principles

Four principles were identified as keys to reaching the transportation vision. The transportation system should be developed and supported using the principles of:

- Collaboration
- Leadership
- Innovation
- Communication

Overarching the four principles is the concept of an "integrated transportation system." The system must be developed and improved as a seamless network of complimentary modes:

- Road systems that interconnect with transit systems.
- Transit stations that provide bicycle facilities, coordinated schedules, similar fare collection systems, and information access.
- Seaports efficiently served by freight rail and truck services.
- Airports with multimodal ground access.

Overview of Relevant Trends

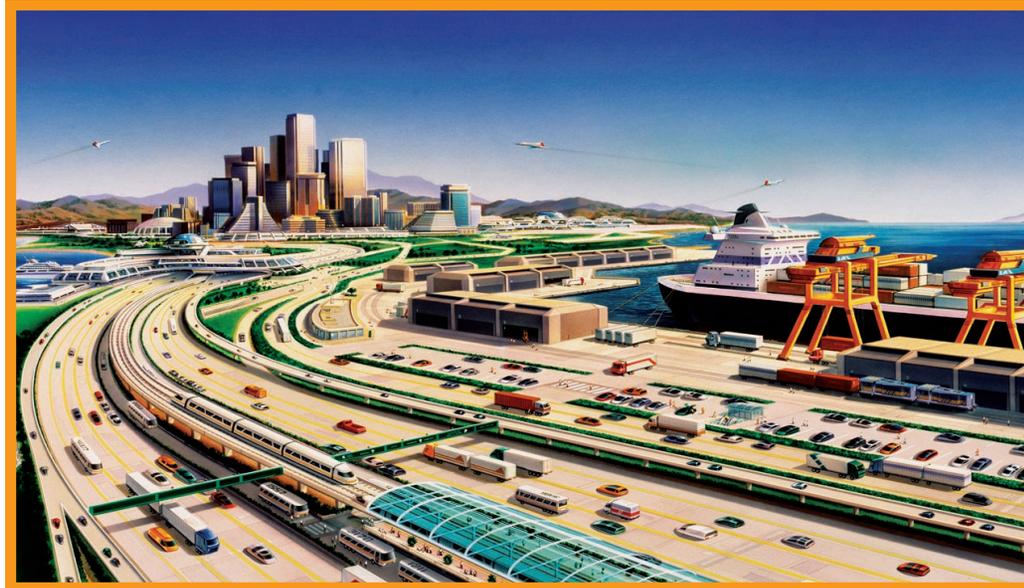
California is the most populous and rapidly growing state in the nation, and its population is the most ethnically diverse. While the state's growth and diversity adds to California's economic strength and vibrancy, it also confronts policy-makers with a multitude of social, economic, environmental, and transportation challenges.

Transportation is an integral part of the social and economic fabric of California. It cannot be examined without considering historic and

emerging social and economic trends that will influence travel behavior.

Population – During the next 20 years, California’s population is projected to grow by an estimated 11 million people. This represents an increase of approximately one-third over the current population of 35 million. The majority of growth is expected to occur in and around our already overburdened urban areas. The agriculturally rich Central Valley is also expected to experience substantial growth, further degrading its air quality and placing additional pressure on prime farmland.

Demographics – The demographics, or make-up of the population, will change as well. While the general population is expected to increase by about 30 percent, the senior population will increase by more than 70 percent as “baby boomers” reach retirement age. The other end of the age spectrum is also projected to experience substantial growth. By 2020, the Department of Finance anticipates three million additional Californians under the age of 20. Growth in these population groups will likely



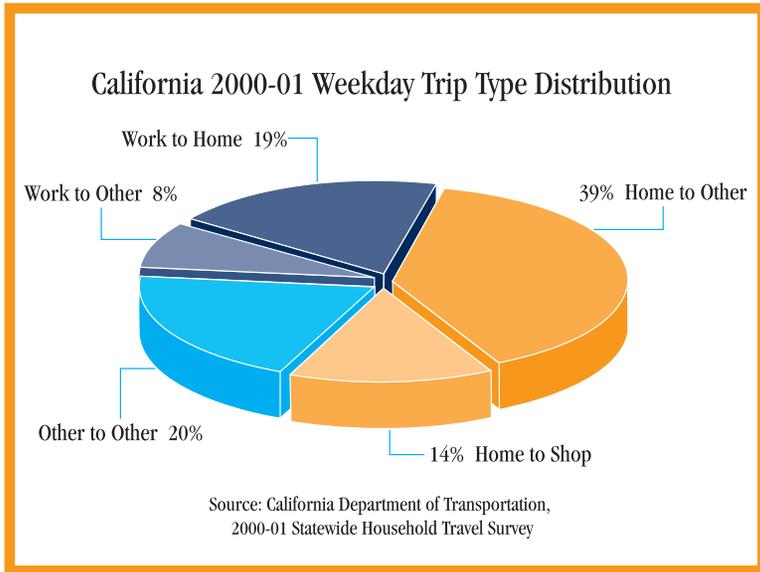
increase the demand for transportation choices and safety concerns.

Safety – Although the rate of traffic fatalities has decreased considerably as a result of improved vehicle and facility design and the increased use of safety devices such as the safety belts, safety remains the highest priority of transportation providers at all levels. In 2000, California experienced over 3,700 fatalities in traffic collisions, including nearly 700 pedestrians and 120 bicyclists. Authorities cited alcohol use or excessive speed as the primary cause in more than half of the incidents. During the same period, the state experienced 58 transit fatalities.

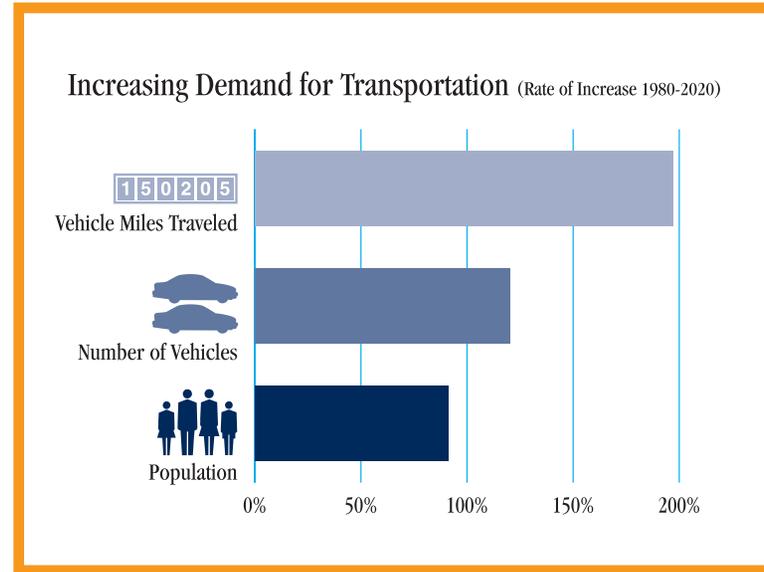
Security – Since the terrorist attacks of September 11, 2001, transportation security has become a major focus. Ensuring the security of transportation facilities, the traveling public,

and goods entering through our ports, airports, and across our borders will require innovative solutions and additional resources. However, overly burdensome security measures that impede the movement of people and goods could have a significantly negative effect on the state’s economy.

Economy – California is an economic powerhouse. Our status as the world’s fifth largest economy is connected to our ability to transport people and goods within the state, as well as to other states and countries. In today’s economy, products and services are only as good as their timely and reliable delivery. Failure to ensure reliable movement of goods and workers could result in economic decline, rising unemployment, and reduced quality of life and individual opportunity.



Environment – Air quality is often the first environmental impact that comes to mind when discussing transportation. In addition to transportation-related emissions from vehicle fuel combustion and associated health and greenhouse gas impacts, transportation also affects water and visual quality, vegetation, wildlife and wildlife habitat, open space, wetlands and prime agricultural land, quality of life, and community livability. Transportation providers should consider the immediate and cumulative community and environmental impacts to ensure environmental sustainability.



Technology – The application of advanced technologies will enable all our transportation systems to function more safely and efficiently, while flexible work hours and advances in telecommunications that allow people to work or shop from home will eliminate some trips altogether. Advanced telecommunications will also provide real-time traveler information before and during trips, enabling the traveler to make informed decisions. Additionally, over the next few decades, technology will likely influence travel decisions, travel patterns, and transportation services in ways we cannot anticipate today.

Travel Behavior – Transportation congestion has traditionally focused on the work commute trip made in a privately owned vehicle. In recent years, however, the number of non-work trips has overtaken the number of commute trips, thus increasing congestion during off-peak

periods and increasing demand on the local road networks. Currently, work commute trips comprise less than 30 percent of the total trips taken. The increasing non-work trips can partially be attributed to the need to drive to most destinations due to changes in urban and street design, and a lack of safe, convenient travel choices.

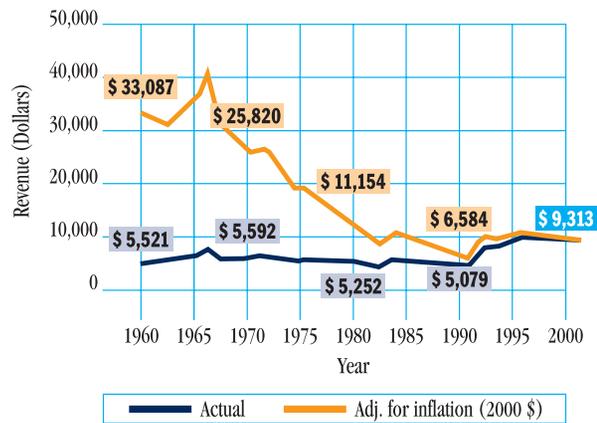
Increasing Demand for Transportation – The demand for transportation, measured in vehicle miles traveled, is increasing at twice the rate of population growth. There are numerous reasons for this, including vehicle ownership, the economy, urban design, and transportation choices. Not only are roadways experiencing increased demand, but many major metropolitan airports will soon reach capacity, and Californians' demand for transit service is growing at a higher rate than the national average. The demand for air cargo is escalating at an annual rate of

six percent. Seaports, freight rail, and trucking are experiencing comparable increases.

derived from the excise tax on each gallon of gasoline sold. As we try to reduce consumption and move toward alternative clean fuels to improve our air quality, the amount of transportation revenues from fuel sales will decline. We will need to manage our resources very carefully, and identify new funding sources to meet the future demands for mobility.

The demand for transportation has increased while resources available to meet the demand have decreased ... We will need to manage our resources very carefully, and identify new funding sources to meet the future demands for mobility.

California Fuel Tax Revenue per Million Vehicle Miles Traveled



Financing Shortfall and Dilemma – California faces a transportation-financing dilemma. The demand for transportation has increased, while resources available to meet the demand have decreased. The additional resources from the TCRP, and its continuance through Proposition 42, will help relieve some of the shortfall, but not all. The primary source of transportation funds is

While the goals are identified and discussed separately, they are interdependent and the proposed strategies may advance more than one goal. For example, if the system is not well maintained, the level of mobility and safety will decline. Each of the goals supports one or more concepts contained in the transportation vision.



Goal 1: Enhance Public Safety and Security

Traveler safety must be addressed by all modes of transportation ... The perception of safety can have a profound impact on the transportation user's behavior and sense of security. The public's response to a perceived lack of safety – and its economic consequences – were demonstrated in the aftermath of the September 11, 2001, terrorist attacks.



A primary concern of governments at all levels is the safety and security of its residents. Traveler safety must be addressed by all modes of transportation. Prevention strategies – including integrating



new technologies when designing system infrastructure – should be incorporated into the planning process and coordinated at the state, regional, and local levels to meet the needs of the traveling public.

Improving transportation safety includes improving driver behavior, licensing procedures, the design

and operation of vehicles, and providing traveler information to enable informed choices.

The aging of California's population will present new safety challenges. Vehicle-based technologies must be tested to ensure they are easily used, read, and understood by those with reduced vision and cognitive capabilities. Improved roadway and transit lighting, enhanced transit security systems, and larger roadway signs will help the aging population, and others, to remain mobile.

Safety concerns for roadway work zones have increased with the considerable growth in nighttime maintenance work. While nighttime maintenance decreases driver disruption, it increases maintenance costs and the vulnerability of roadway workers.

The perception of safety can have a profound impact on the transportation user's behavior and sense of security. The public's response to a perceived lack of safety – and its economic consequences – were demonstrated in the aftermath of the September 11, 2001, terrorist attacks. Efforts to assess vulnerability of all modes and increase system security must be continued to ensure traveler safety, cargo security, and the state's economic prosperity.



Strategies to Enhance Public Safety and Security

DRIVER BEHAVIOR

- Expand public and private partnerships to advocate, educate, and communicate safe behaviors and practices.
- Improve, promote, and enforce safety standards.
- Consider the safety needs of bicyclists and pedestrians, and ensure educational programs include components focusing on bicyclist and pedestrian safety.



ADVANCED TRANSPORTATION SYSTEMS

- Increase use of advanced systems such as roadside detection and warning systems for fog, dust, ice, curves, speed, and slowing traffic.
- Deploy vehicle-based systems that improve crash survivability and the timeliness of incident detection, such as “mayday systems.”
- Develop technology designed to improve personal and property safety at transit facilities and on-board transit vehicles.
 - Provide real-time traveler information regarding work zones, and road and weather conditions.
 - Use new technologies and methods to improve work zone safety for both drivers and workers.
 - Continue supporting advanced transportation technology to improve commercial vehicle safety and the Commercial Vehicle Information Systems and Networks.

SYSTEM SECURITY

- Collaborate with emergency response agencies to develop system security and protection plans for all transportation modes, including risk assessment, monitoring methods, pre- and post-incident preparedness, response and recovery, crisis management, evacuation plans, information and notification systems and procedures, and transportation alternatives.
- Train transportation facility and communication personnel in emergency response procedures and their responsibility in case of a threat or incident.

RESEARCH & DEVELOPMENT

- Collaborate with public and private sectors to support an integrated transportation security research and development program focusing on threats and vulnerability in all modes.
- Consider best practices from countries that have experienced and responded to security threats and evaluate design of transportation facilities for security vulnerabilities.



Goal 2: Preserve the Transportation System

Maintaining the system includes routine operational tasks such as trash and graffiti removal, landscape maintenance, painting bridges, filling potholes and sealing cracks, roadside rest maintenance, light replacement, sign maintenance, storm damage repair, and snow removal.



Weather, wear, and age take their toll on the transportation infrastructure. Preserving California's 168,000 miles of maintained public roads would help enhance traveler safety and reduce vehicle-operating costs. Driving on roads in serious need of repair costs each California motorist an average of \$354 annually in additional vehicle maintenance.

Most of the state's major highways were constructed before 1970 and are nearing the end of their useful life. According to the 2000 update of the Ten-Year State Highway Operation and Protection Plan, approximately one-third of the state highway system needs pavement work and more than half the bridges, though safe, need rehabilitation. According to a report from the Commission on Building for the 21st Century, 60 percent of California's county roads are in poor condition.

Maintaining the system includes routine operational tasks such as trash and graffiti removal, landscape maintenance, painting bridges, filling potholes and sealing cracks, roadside rest maintenance, light replacement, sign maintenance, storm damage repair, and snow removal. It also includes major projects like rehabilitation or resurfacing of roadways and structures.

Additionally, transit vehicles and facilities need regular maintenance to ensure their safety and reliability. General aviation and commercial runways, passenger facilities, and control systems must be maintained and rehabilitated. Commercial airports and seaports require design improvements to accommodate larger aircraft, deeper draft ships, and new technological advances in logistics and communications. Rail beds, control systems, rolling stock, and transfer facilities must be kept in safe operating conditions to ensure reliability, and public and environmental safety.

In order to meet our goal of preserving the transportation system, transportation providers will need to identify, analyze, and implement additional transportation fees and financing instruments to maintain our transportation infrastructure. Decision-makers will need to prioritize expenditures to ensure the system's safety and protect the public's investment.

Strategies for Preserving the Transportation System



ADVANCED TECHNOLOGIES

- Improve maintenance equipment and methods to enhance maintenance efficiency and safety, and reduce operational disruptions.
- Improve materials, such as long-life pavement, to increase operational efficiencies and reduce life cycle costs.
- Improve system diagnostics to help transit service operators monitor the condition of vehicles, track vehicle maintenance records, and minimize operational costs.
- Continue to support research into improved materials, and construction and maintenance methods that increase safety, reduce life-cycle costs, and minimize traveler disruption.

PARTNERSHIP/COLLABORATION

- Coordinate roadwork and cost-sharing on local streets and roads with public utilities and private-sector developers to reduce maintenance costs and minimize traveler disruption.
- Develop a web-based database that lists, maps, and describes scheduled projects to help jurisdictions coordinate projects that affect roadways.



FUNDING

- Support increased flexibility in the use of transportation funds to provide for transit system and vehicle maintenance costs.
- Remove barriers to funding projects and programs that improve efficient operation of the existing transportation system.



Goal 3: Improve Mobility and Accessibility

If projections prove correct, the volume of goods moving by all modes within and through California should double by 2020. This growth, essential to our economic prosperity, will strain highways, ports, and gateways.

Improving connectivity and traveler information is key to enhancing mobility and accessibility.



Mobility and accessibility are essential to individual opportunity and economic prosperity. Projections indicate that by 2020, California will have 45 million residents, with 34 million registered on-road vehicles. Due to environmental, physical, and fiscal limitations, building new roadway facilities alone cannot provide for the anticipated demand. We must manage the system safely and efficiently, provide attractive and convenient transportation choices, and increase connectivity among all modes. Providing transportation choices will help provide a more balanced transportation system, and reduce roadway congestion and environmental impacts. It will also provide options for those who can drive, and provide accessibility for those who cannot or choose not to drive.



Transportation choices can only be effective if land-use decisions support them, such as:

- Street designs that encourage walking and biking
- Urban designs that facilitate use of public transit
- Mixed-use zoning to improve accessibility to services and destinations
- Higher densities, and buildings designed to encourage after-work activities.

These are components of smart growth planning and design, a concept gaining support throughout the nation in an effort to protect our environment, and enhance our communities and quality of life.

The state's economic growth is directly connected to the system's ability to safely transport people, goods, and information reliably and efficiently. As transport efficiency is improved, transportation and consumer costs are minimized – an important outcome in a competitive environment. If projections prove correct, the volume of goods moving by all modes within and through California should double by 2020. This growth, essential to our economic prosperity, will strain highways, ports, and gateways.

Improving connectivity and traveler information is key to enhancing mobility and accessibility. The transportation system should be practically seamless to the system user. Transit systems serving adjacent jurisdictions should be complementary in scheduling, fare structure and collection, and service. System users should have easy access to real-time transportation system information through various means before they travel and while en-route.



Integrating land-use planning and providing safe and reliable transportation choices should lead to a more balanced transportation system, reduce congestion on roadways, and improve accessibility for all Californians.

Strategies to Improve Mobility and Accessibility

SYSTEM IMPROVEMENTS

- Increase capacity of all modes, such as adding more lane miles and runways, and expanding transit service areas and hours.
- Improve connectivity among all modes to help mobility and accessibility, and improve balanced use of the system.
- Integrate bicycle and walking facilities into transportation designs and circulation plans.
- Improve urban, commuter, and intercity passenger rail transit connectivity and extend service hours.
- Strategically locate transit stops and provide services in or adjacent to stations to improve public transit convenience and ridership.
- Provide or expand dedicated guideway, rapid transit bus service and facilities, smart shuttles, and shared-car programs such as CarLink.
- Improve multi-modal ground access to airports, including intercity bus service connecting small urban and rural communities to passenger air service, to reduce congestion and improve convenience.
- Assess the demographic composition and mobility of the state's communities to meet the accessibility needs of all residents.

LAND-USE

- Provide incentives for jurisdictions to foster smart growth development in areas where transportation infrastructure can readily support it.
- Provide grant programs or other incentives for local governments to strategically increase densities and designs that promote effective transit service, including transit-oriented development.
- Encourage the availability of Location Efficient Mortgage (LEM) programs that consider the reduced household transportation expenses of locating in a community well served by transit and local services when determining mortgage levels. LEMs support transit-oriented development and revision of zoning ordinances to allow for mixed-use development.

TECHNOLOGY

- Promote the use of advanced communications, such as teleconferencing, electronic shopping, and e-government services, to increase accessibility and reduce the need for physical travel.
- Collaborate with public and private sectors to develop and implement a universal electronic payment system for transit fares, toll collection, parking fees, bicycle lockers, etc.
- Encourage the further development and acceptance of vehicle navigation systems to improve mobility.



Goal 4: Maximize Efficient Use of Resources

Californians in the public and private sector must protect the state's precious and finite resources when planning and implementing transportation projects. These resources include air, water, and land, our rich and diverse plant and animal life and habitat, and historical and cultural assets.



Transportation is the network that links us together, but it also can have negative environmental impacts. Californians in the public and private sector must protect the state's precious and finite resources when planning and implementing transportation projects. These resources include air, water, and land, our rich and diverse plant and animal life and habitat, and historical and cultural assets. As the CTP focuses on options to meet our future transportation needs, it must also consider the cumulative impacts of past transportation-related activities.

Transportation in California remains vulnerable to oil supply disruptions and price spikes that can play havoc with consumer pocketbooks and the state's economy. Energy supply and demand projections indicate that the state's vulnerability will escalate over the next 20 years.

In the long term, the costs of transportation may include environmental damage that affects

future generations in the form of global climate change. In the near term, the growing demand for transportation energy will likely result in price spikes and long-term supply constraints, increasing business and production costs, and ultimately raising the cost of transportation to system users and providers. Reducing fossil fuel consumption is critical to California's environmental and economic vitality. In addition to California's natural resources, transportation providers in the public and private sector need to find ways to maximize their fiscal resources.

Transportation demands will continue to outstrip funding in the near future. In addition to wisely managing transportation funds and balancing needs, the state must ensure it receives its fair share of federal transportation resources in the upcoming reauthorization of the federal transportation act, and thereafter.



Strategies for Maximizing Efficient Use of Resources



SYSTEM

- Reduce congestion and demand by promoting a shift to environmentally preferable transportation solutions, such as pedestrian travel, bicycling, mass transit, and virtual travel.
- Minimize impermeable surfaces and roadway storm water run-off that carry contaminants into our waterways.
- Work with appropriate agencies to simplify environmental review and permitting to facilitate project delivery, without jeopardizing environmental protection.

CLEAN FUEL VEHICLES

- Collaborate with the California Energy Commission and the California Air Resources Board to promote the use of low- and zero-emission vehicles and develop new fueling facilities.
- Provide incentives to use low- and zero-emission vehicles.
- Collaborate with federal and state agencies, universities, and other states to explore alternative fuels and fuel infrastructure.

LAND USE AND ANALYSIS

- Encourage efficient land-use through clean-up and reuse of contaminated lands (brownfields) and derelict land (abandoned strip malls, car lots, etc.) and in-fill development.
- Develop or update transportation planning tools to include cumulative and long-term environmental impacts, including land-use impacts, demand management, technology, and modal alternatives.
- Use advanced imaging systems to evaluate environmental and social data related to infrastructure projects to minimize project costs, explore alternatives, and better understand the project's impacts.
- Collaborate with public and private institutions to educate future generations about the environmental impact of individual transportation decisions.

FUNDING

- Ensure that California receives an increased share of highway funding based on its contributions to the Highway Trust Fund and its preeminent role in the national economy.
- Advocate for flexibility to use federal funds to address highway safety and congestion problems caused by congestion related to goods movement.
- Collaborate with public and private transportation providers to maximize system productivity and leverage financial resources through regional planning efforts that improve intermodal connections and efficiency.



Goal 5: Reflect Community and Environmental Values

Community, cultural, and historic values must be considered when assessing the transportation impacts to social and environmental resources – including housing, neighborhoods, historic and agricultural lands, downtown districts, and natural habitat.



Our growing population and increasing travel demands will likely place pressure on our natural resources, quality of life, schools, and transportation infrastructure. While this growth will have statewide impacts, transportation planning and solutions to address growth must be sensitive to local communities. We must find sustainable solutions that balance and integrate community goals, and aesthetic and environmental values with transportation safety and performance.

Community, cultural, and historic values must be considered when assessing the transportation impacts to social and environmental resources – including housing, neighborhoods, historic and agricultural lands, downtown districts, and

natural habitat. While natural, cultural, and biological resources are essential for the environmental and economic health of the state, communities should provide a balance of viable transportation, housing, and business resources to support and facilitate economic opportunities.

It is essential that all California residents share in the benefits of transportation. Further, the adverse effects of transportation should not unequally burden a group or community. To promote environmental equity, all communities must be represented in outreach and education efforts. Transportation project information analysis must be timely, useful, and understandable, and presented in various accessible formats.



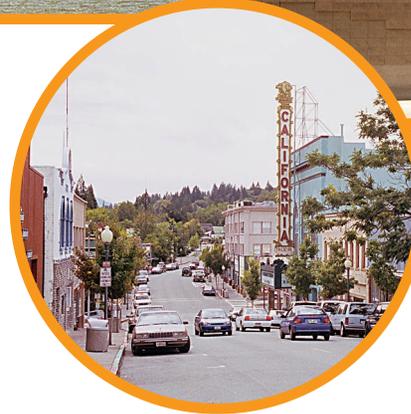
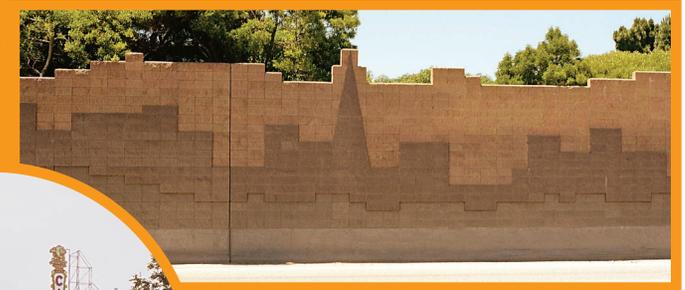
Strategies to Reflect Community and Environmental Values

ENCOURAGE INVOLVEMENT

- Consult and coordinate with local, regional, and tribal governments during development of their general plans and other long-term planning efforts.
- Involve businesses, communities (including community-based organizations), and institutions early and throughout the transportation planning and decision-making process.
- Collaborate with communities to understand their goals, resolve transportation issues, and develop performance criteria and indicators.
- Incorporate community values and support context-sensitive solutions for all transportation facilities and infrastructure.
- Foster dialogue among local, minority, and low-income communities, tribal government, and public and private stakeholders to improve consideration of public health, social, environmental, and economic factors in transportation planning and equitable distribution of transportation benefits.

SHARING INFORMATION

- Develop, implement, and advertise a web-based public participation system consisting of informational and educational materials, online surveys and focus groups, and online voting to enhance decision-making.
- Design public participation strategies to include those traditionally underrepresented in the public planning and decision-making process.
- Provide information in a format that is relevant and readily understood.
- Analyze and provide life cycle, social, health, and environmental costs for reasonable alternatives, including modal alternatives.
- Use visual and graphic aids to illustrate problems, alternatives, anticipated results, incremental costs, and that promote a clear understanding of alternatives, their impacts, and trade-offs.



Rural Transportation Issues

While home to only eight percent of the population, California's rural areas comprise 94 percent of the land area ... Safety is a significant concern in rural areas.

For a number of reasons, a disproportionate number of traffic fatalities occur in rural areas.



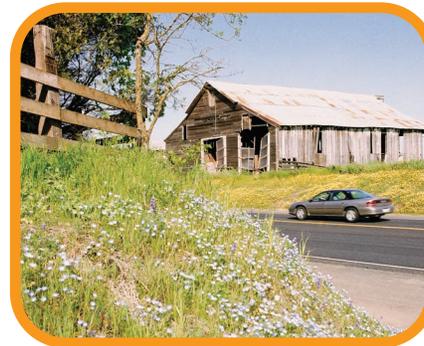
For many rural regions, access to transportation networks can mean the difference between isolation and inclusion. While home to only eight percent of the population, California's rural areas comprise 94 percent of the land area. Given the state's objective to plan for a balanced, interconnected system, provision of transportation services to areas that are sparsely populated presents special challenges.

Though rural transportation issues vary depending on the area's economic base, topography, or proximity to urban areas and popular destinations, there are many areas of common need:

- Integrity of the existing road system is a significant concern in rural areas. Approximately 80 percent of California's roads are located in rural areas. The sparse populations in these areas provide a smaller tax base to support the maintenance of these roads, while harsh weather conditions (flooding, landslides, and snow) can cause serious and costly road damage.
- Interregional commerce requires substantial traffic of goods through rural areas (mostly on large trucks) without corresponding local economic benefits. Similarly, agricultural products from the state's rural areas (valued at nearly \$25 billion annually) are usually transported by heavy truck traffic.

These trucks have a particularly harsh impact on local roads.

- Travel and tourism, which accounted for six percent of the Gross State Product in 2000, are particularly important to rural areas. State parks in rural areas such as Yosemite, Death Valley, and Point Reyes attracted nearly 11 million visitors in fiscal year 2000/2001. Rural roadways are often challenged to safely accommodate this level of traffic.



- Safety is a significant concern in rural areas. For a number of reasons, a disproportionate number of traffic fatalities occur in rural areas.
- Transit services are important to rural residents without other means of transportation, but factors such as low population density and considerable

distances between population centers limit available transit services.

- Rural airports provide a link to urban airports and air cargo services, but many runways need to be extended to allow access for larger aircraft.
- The communications infrastructure in rural areas is generally less developed than in urban areas, which directly affects safety and increases costs for traveler information and advanced transportation systems.

STRATEGIES FOR RURAL AREAS

- Ensure rural areas have adequate funds to provide for the operation, maintenance, and rehabilitation of the rural and interregional transportation system.
- Direct resources to reduce the high rate of fatalities on rural state and county two-lane roads.
- Advocate coordinated public transportation services with social service agencies to optimize resources and services.
- Consider the "main street" characteristics of transportation corridors and incorporate community values and context-sensitive solutions.
- Explore alternatives to moving goods through rural areas to mitigate impacts on infrastructure and air quality.

Policies

The following policies support the CTP goals and respond to concerns expressed by the public and stakeholders, while being mindful of future trends and challenges. The policies may support more than one goal.

Policy 1: Expand opportunities for early and ongoing collaboration in transportation planning and decision-making.

Enhanced public participation, information sharing, and interagency coordination will provide for an open exchange of ideas and information, leading to a better understanding of transportation needs and issues by all parties.

Policy 2: Maintain, manage, and preserve a safe and secure transportation system.

Transportation providers and users are concerned about preserving the existing transportation system and increasing system safety. Safety improvements include improving driver behavior, upgrading the design and operation of vehicles and infrastructure, and providing for the secure movement of people, goods, and information.

Policy 3: Develop, manage, and operate an efficient, interconnected, and intermodal transportation system.

People, goods, services, and information must travel by the most efficient means possible to

foster economic prosperity. Different modes of travel should interconnect seamlessly to allow convenient and efficient movement between modes.

Policy 4: Manage growth and conserve resources.

With a population that is projected to boom over the next 25 years, Californians are concerned about meeting transportation challenges, as well as other infrastructure and social needs, but also

in protecting the state's environment and resources. With foresight and informed planning, accelerated transportation growth need not be detrimental to California's overall quality of life.

Policy 5: Enhance system capacity and provide viable transportation choices.

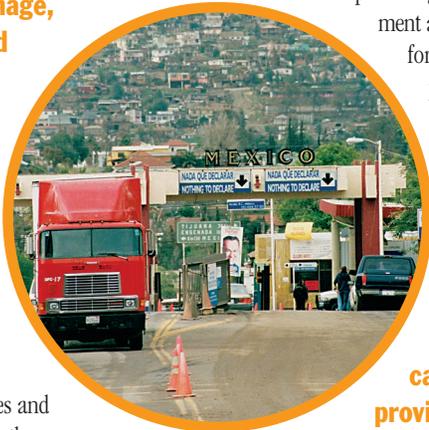
Some key strategies to accommodating increased demand are developing new facilities and expanding existing ones, promoting alternative fuel vehicles, and improving operational characteristics and system management practices.

Policy 6: Provide additional and more flexible transportation financing.

Funding shortfalls for transportation challenge the ability of transportation providers, operators, and planners to provide for the state's current and projected mobility and access needs. Good management practices and stable and flexible revenue streams are needed to meet current challenges and future demands on the state's transportation system.

Policy 7: Support research to advance mobility and accessibility.

California has long been viewed as a leader in advanced scientific research and technological innovation. Research and technology are the catalysts needed to improve California's future transportation options, leading to improvements in the overall efficiency of the state's transportation system.



Action Plan



Upon approval of the CTP, the California Department of Transportation (Caltrans) will initiate development of an Action Plan that will present specific steps to implement the strategies proposed in this document. The Action Plan will identify measurable objectives, roles and responsibilities, timelines, estimated costs, and targeted outcomes. Caltrans will develop a method to monitor progress toward the goals, as well as a reporting system and schedule.

Because the CTP is a plan for all of California,

developing and implementing the Action Plan will require considerable collaboration with regional transportation planning agencies, local and regional officials, other governmental entities, tribal governments, businesses, communities, and system users. Participants will vary depending on the different strategies being addressed.

The Action Plan will be developed in modules. Some strategies are a continuation of ongoing efforts, some will require legislation, and some will require multi-organizational collaboration. Caltrans will focus initially on those critical issues that need to be addressed immediately. Caltrans aims to have the Action Plan in place by June 2004, but will implement individual elements of the Plan as they are completed.

To be realistic and attainable, implementation of the steps identified in the Action Plan must be tied to resources. The CTP identifies several transportation financing options. Financing options must be evaluated for their effectiveness and consequences.

YOUR VIEWS AND COMMENTS REGARDING THE CTP ARE IMPORTANT TO US.

To obtain information regarding public participation events in your area and opportunities to comment on the plan, please visit our website at:

<http://www.dot.ca.gov/bq/tpp/index.htm>

Or call the Department of Transportation's Public Information Office in your area at the number shown below.

District 1	(707) 445-6444
District 2	(530) 225-3260
District 3	(530) 741-4572
District 4	(510) 286-6169
District 5	(805) 549-3138
District 6	(669) 488-4067
District 7	(213) 897-3800
District 8	(909) 383-6477
District 9	(760) 872-0603
District 10	(209) 948-7977
District 11	(619) 688-6678
District 12	(949) 724-2031

QUESTIONNAIRE

Did we get it right?

Please tell us if we got it right by completing and returning the attached questionnaire by March 7, 2003. Your comments are important and you can make a difference. To learn more about the CTP and public participation events, please visit our website at: <http://www.dot.ca.gov/hq/tpa/index.htm>

What Is Your Opinion About The California Transportation Plan (CTP)?

Your Home Zip Code _____

Please indicate how much you agree with the following statements.

	Agree	Somewhat Agree	Somewhat Disagree	Disagree	No Opinion
The transportation vision for 2025 is clear	<input type="checkbox"/>				
The goals identified in the CTP meet my expectations	<input type="checkbox"/>				
The CTP provides clear guidelines for future transportation investments	<input type="checkbox"/>				
The strategies in the CTP will help:					
• Enhance public safety and security	<input type="checkbox"/>				
• Preserve the transportation system	<input type="checkbox"/>				
• Improve mobility and accessibility	<input type="checkbox"/>				
• Maximize efficient use of resources	<input type="checkbox"/>				
• Address community and environmental values	<input type="checkbox"/>				
Overall, how would you rate the CTP?	<input type="checkbox"/>				

How would you improve the CTP?

Voluntary Information – Please check the correct boxes to provide information about you:

Gender	Age	Ethnicity	Income
<input type="checkbox"/> Female	<input type="checkbox"/> 1 - 21	<input type="checkbox"/> American Indian	<input type="checkbox"/> \$0 - \$18,100
<input type="checkbox"/> Male	<input type="checkbox"/> 22 - 40	<input type="checkbox"/> Asian	<input type="checkbox"/> \$18,101 - \$30,000
	<input type="checkbox"/> 41 - 65	<input type="checkbox"/> Black	<input type="checkbox"/> \$30,001 - \$45,000
	<input type="checkbox"/> Over 65	<input type="checkbox"/> Hispanic	<input type="checkbox"/> \$45,001 - \$60,000
		<input type="checkbox"/> Native Hawaiian/	<input type="checkbox"/> \$60,001 - \$75,000
		<input type="checkbox"/> Other Pacific Islander	<input type="checkbox"/> \$75,001 - \$90,000
		<input type="checkbox"/> White (non-Hispanic)	<input type="checkbox"/> Over \$90,000
		<input type="checkbox"/> Other	

Which of the following seven policies identified in the CTP do you believe is the most important? Please check just one.

- Expand opportunities for early and ongoing collaboration in transportation planning and decision-making.
- Enhance system capacity and provide viable transportation choices.
- Maintain, manage, and preserve a safe and secure transportation system.
- Develop, manage, and operate an efficient, interconnected, and intermodal transportation system.
- Provide additional and more flexible transportation financing.
- Support research to advance mobility and accessibility.
- Manage growth and conserve resources.

Yes! I would like to receive updates about the California Transportation Plan.

Name _____

Address _____

City _____

State _____

Zip Code _____

Phone number with area code _____

Email address _____

STATE OF CALIFORNIA
Department of Transportation, Mail Station 32
Division of Transportation Planning
Office of State Planning
P.O. Box 942874
Sacramento, CA 94274-0001

Fold & seal



Thank you!

Credits // Endnotes

Thank you!

The California Transportation Plan 2025 is based on considerable public comment and guidance received from transportation experts and associated disciplines. We would like to thank the thousands of Californians who participated in the customer survey, focus group meetings, and workshops held throughout the state, as well as those who submitted transportation questionnaires and comment cards.

We also want to recognize the considerable time and effort the following organizations contributed to developing the CTP guidelines, shaping transportation issues, and providing public policy advice:

Amador County Transportation Commission
Automobile Club of Southern California
Business, Transportation & Housing Agency
Cal Poly Pomona
California Air Resources Board
California Association of Councils of Government
California Association of Counties
California Highway Patrol
California Industry Building Association
California Legislative Analyst's Office
California PATH Program
California Port Authority

California Research Bureau
California Resources Agency
California Transportation Commission
California Trucking Association
Californians for Better Transportation,
Arthur Bauer & Associates
Center for Continuing Study
of the California Economy
Department of Housing and
Community Development
Environmental Defense Fund
Federal Highway Administration
George Mason University
Georgia Institute of Technology
Governor's Office of Planning & Research
Great Valley Center
League of California Cities
Local Government Commission
Mendocino Council of Governments
Metropolitan Transportation Commission
Mineta Transportation Institute
Placer County Transportation Planning Agency
Port of Oakland
Public Policy Institute of California
Rails to Trails Conservancy

Reason Public Policy Institute
Sacramento Area Council of Governments
Sacramento International Airport
San Bernardino Associated Governments
Sierra Club of California
Southern California Association
of Governments
Surface Transportation Policy Project
The Nature Conservancy
University of Arizona
University of California, Berkeley
University of California, Davis
University of California, Los Angeles
University of Southern California



*"We must foster policies
and initiatives that
make the infrastructure
building blocks
work together.
The new millennium
home, for example,
must be affordable,
energy-efficient,
technology-enabled,
and close to
mass transportation.
Our thinking
must be as integrated
as our lives."*

- MARIA CONTRERAS-SWEET
SECRETARY OF BUSINESS,
TRANSPORTATION AND HOUSING

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SACRAMENTO, CA
PERMIT NO. 1185

*Did we get it right?
Let us know!*
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**CALIFORNIA
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PLAN**  **2025**