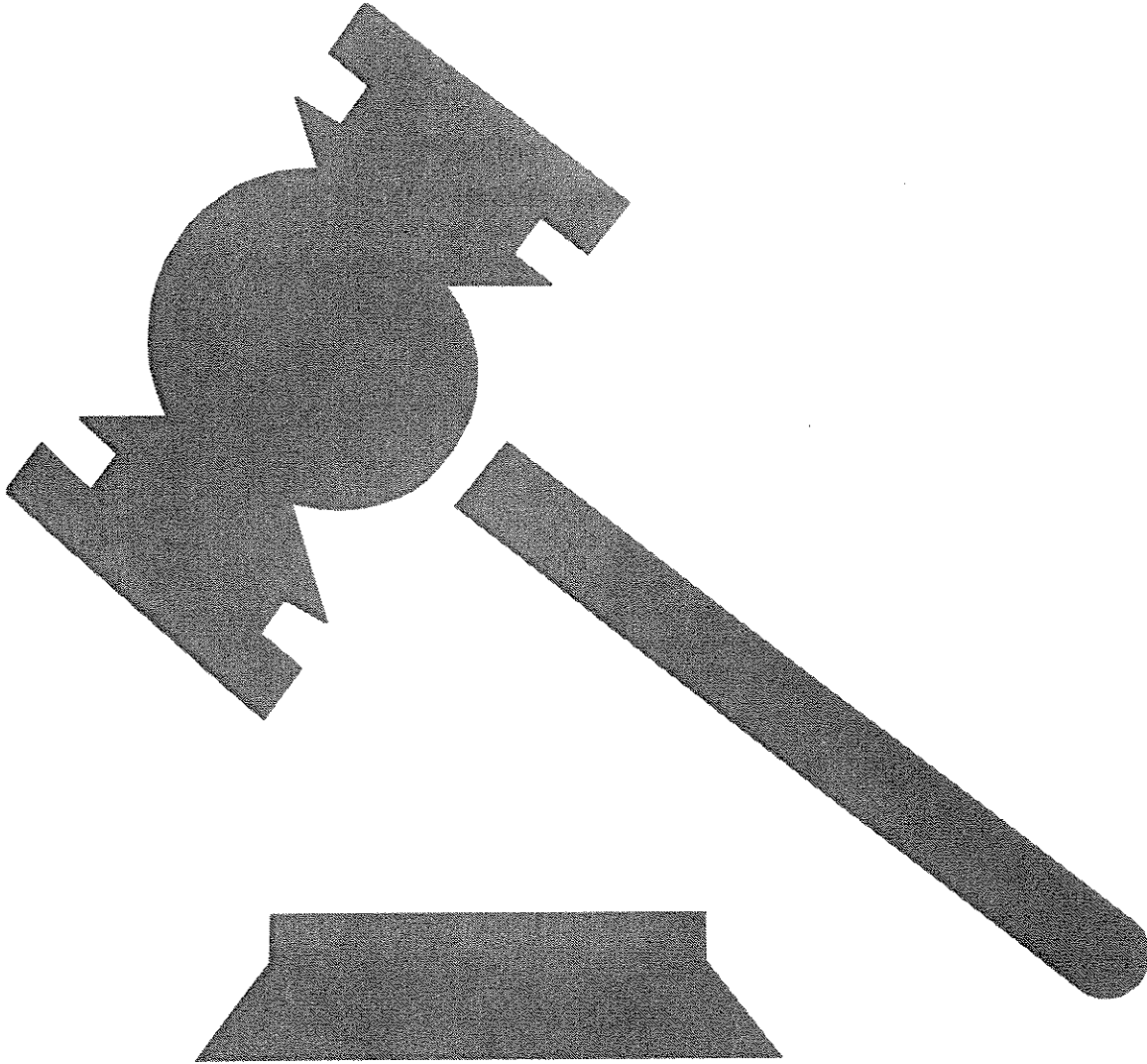
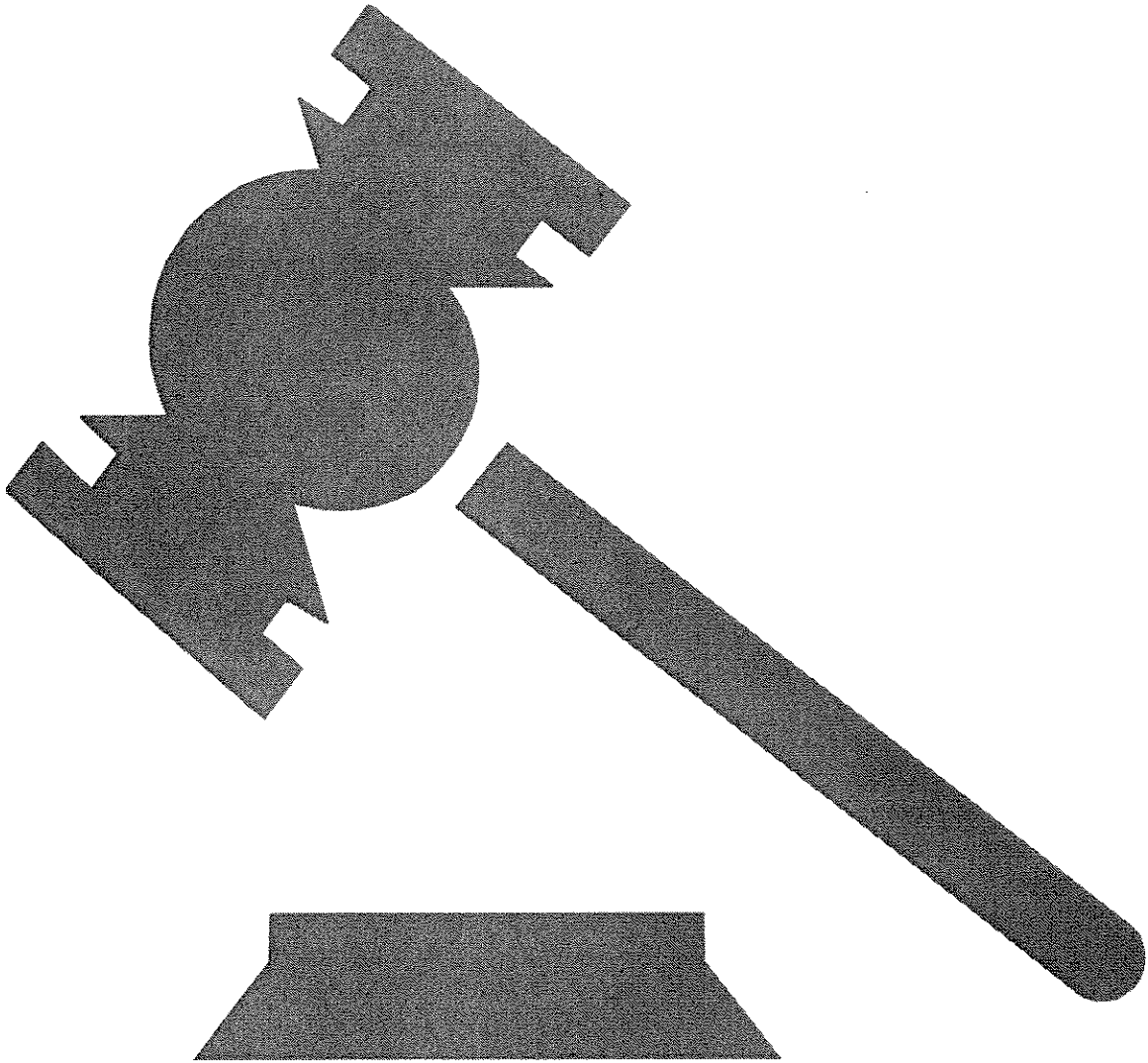




*TRANSPORTATION CONSENT ITEMS
AGENDA ITEM II.*

Regional Surface Transportation Program

Route Postmile PIN Dist-EA Fund AQ Lead	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)					Change Description Project Comments Funding Summary (Current & Prior Years)	
				Four Year Element						
				06/07	07/08	08/09	09/10	10/11		11/12
FRE040608 CITY/STPL 1.10 Parlier, City of	Intersection of Manning Ave and Mendocino Ave. Reconstruction of both eastbound and westbound intersection approaches. \$ 118,000 FTIP Amend 6.00	PE	10,000						Cost/Scope/Sch. Change	
		RW							***** Version 4 - 02/15/2007 *****	
		Const		108,000					***** Version 3 - 05/22/2006 *****	
		Total		108,000					***** Version 2 - 05/15/2006 *****	
180 R65-6/R71.6 FRE021106 06-342510 ST-CASH 0.00 Caltrans	Near Centerville from Temperance Avenue to Academy Avenue. Construct 4-lane expressway on existing alignment (2C to 4E). \$ 27,071,000 FTIP Amend 6.00	PE	3,012,000						Cost/Scope/Sch. Change	
		RW	22,059,000						***** Version 5 - 02/15/2007 *****	
		Const		2,000,000					***** Version 4 - 06/29/06 *****	
		Total		2,000,000					Project data transferred from 2006 STIP ***** Version 3 - 10/24/05 *****	
			25,071,000						Prior	25,071,000
									Current	2,000,000



TRANSPORTATION ACTION/DISCUSSION ITEMS
AGENDA ITEM III. A.

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2007-10

In the Matter of:)
)
The 2006 STIP AUGMENTATION)
REGIONAL)
IMPROVEMENT PROGRAM)

RESOLUTION ADOPTING
THE 2006 STIP
AUGMENTATION
REGIONAL IMPROVEMENT
PROGRAM

WHEREAS, the Council of Fresno County Governments (Fresno COG) has been designated the Regional Transportation Planning Agency (RTPA) for Fresno County by the Secretary of the Business and Transportation Agency pursuant to Section 29532 of the California Code of Regulations (as amended by AB 402, 1977); and acting as the Metropolitan Planning Agency (MPO) (Federal Highway Act of 1974 and the Urban Mass Transportation Act of 1964, as amended, pursuant to the joint regulations-Code of Federal Regulations, Title 23, Part 450; Title 49, Part 613); and

WHEREAS, the State Transportation Improvement Program (STIP) is a statement of intent by the California Transportation Commission (CTC) and a schedule for project delivery for the allocation of funds during the five year period ending June 30, 2011; and

WHEREAS, the CTC has adopted programming policies, instructions and criteria for the 2006 State Transportation Improvement Program process; and

WHEREAS, the voters of California passed Proposition 1B in November 2006 which provided \$1.5 billion in State Transportation Improvement Program Augmentation funding to be distributed via formula to Regional Transportation Planning Agencies statewide; and

WHEREAS, the CTC adopted formal STIP Augmentation Guidelines on December 13, 2006 to assist in the allocation of these funds; and

WHEREAS, pursuant to the adopted CTC policies, instructions and criteria the Fresno COG, after consultation with Caltrans, is the responsible agency for adopting the Regional Transportation Improvement Program (RTIP) portion of the 2006 State Transportation Improvement Program Augmentation for Fresno County and submitting the adopted RTIP to the California Transportation Commission (CTC) by April 2, 2007; and

WHEREAS, a Fresno County Regional Transportation Improvement Program has been prepared by Fresno COG in cooperation with its member agencies, Caltrans and the CTC in accordance with the 2006 STIP Augmentation programming policies, instructions and criteria; and

WHEREAS, the Fresno County region RTIP identifies candidate projects for the 2006 STIP Augmentation in the attached exhibit; and

WHEREAS, the 2006 STIP Augmentation Fresno County RTIP has been reviewed for consistency with the adopted Regional Transportation Plan for Fresno County,

NOW, THEREFORE, BE IT RESOLVED, that the Fresno COG does hereby adopt the Fresno County Regional Transportation Improvement Program for the expenditure of revenues derived from the 2006 State Transportation Improvement Program Augmentation as identified in the attached exhibit.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 29th day of March, 2007.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

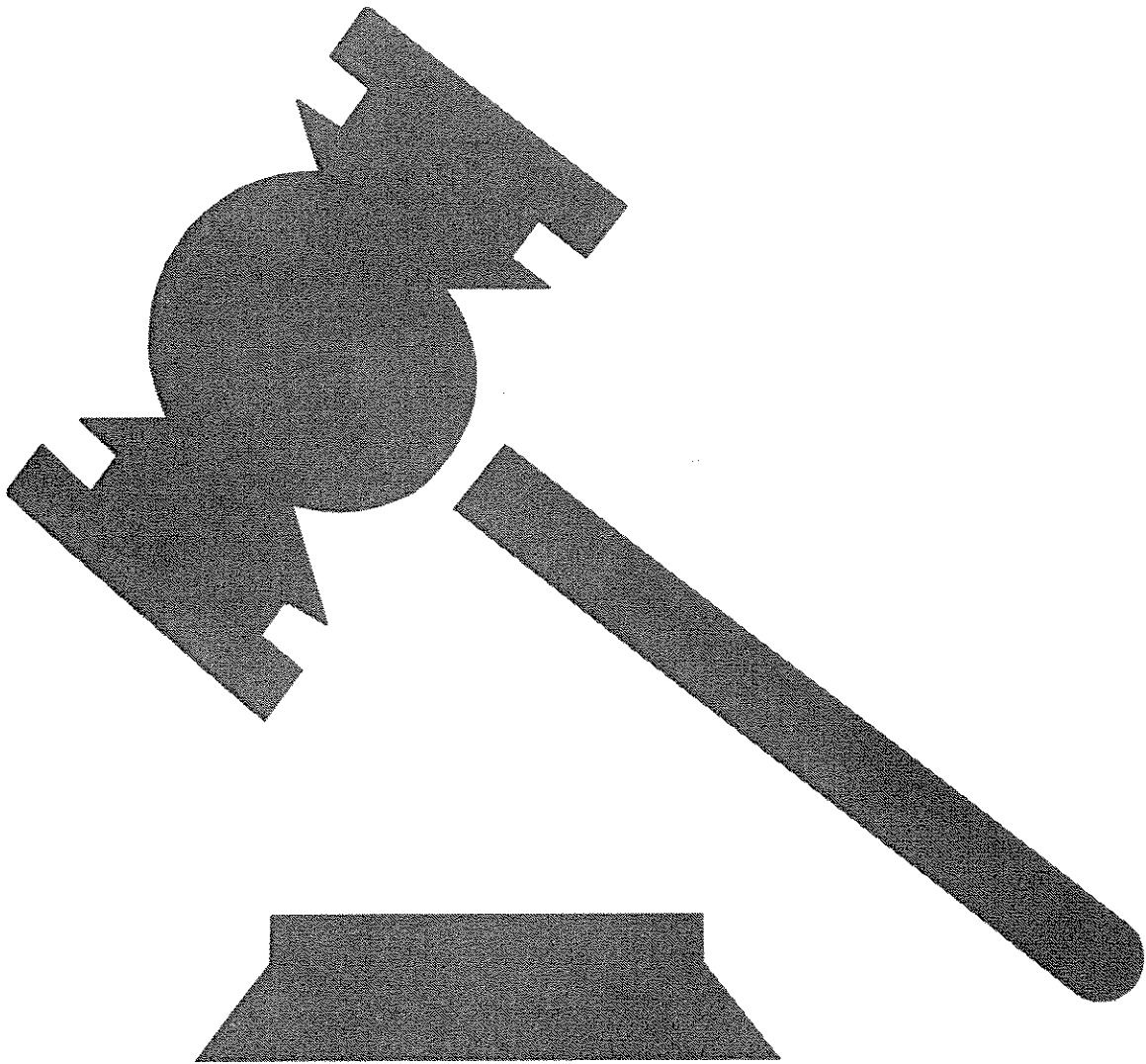
Signed: _____
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 29th day of March 29, 2007.

Signed: _____
Barbara Goodwin, Executive Director

**Council of Fresno County Governments
RTIP Submittal-2006 STIP Augmentation Funds**

Project/Program	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11
SR 180 East – Clovis to Temperance Ave.	\$5,700,000	\$60,555,000			
SR 168 –Fowler Ave Relinquishment	\$1,545,000				
SR 180 East- Temperance Ave. to Frankwood Ave.	\$1,000,000				
SR 180 East- Temperance Ave. to Academy Ave.			\$56,500,000		
PPM	\$115,000	\$115,000 \$135,000- FY 03-04 AB 3090 Payback	\$216,000	\$216,000	\$216,000



TRANSPORTATION ACTION/DISCUSSION ITEMS
AGENDA ITEM III. C.



2035 Tulare Street, Suite 201
Fresno, California 93721

Telephone (559) 233-4148 • FAX: (559) 233-9645
Website Address: www.fresnocog.org

February 22, 2007

Ms. Marian Bergeson, Chairperson
California Transportation Commission
1120 N Street
Sacramento, California 95814

SUBJECT: Fresno COG Policy Board Support for Caltrans State Route 99 Bond Project List

Dear Chairperson Bergeson:

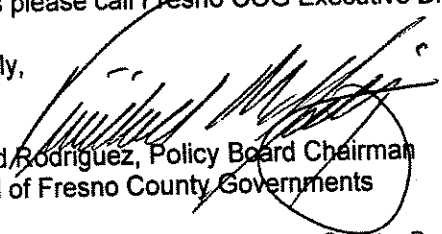
On behalf of the Council of Fresno County Governments Policy Board, I want to voice our strong support for the Caltrans Recommended State Route 99 Program of Projects currently scheduled to be adopted by the Commission at its February 28, 2007 meeting in Irvine, or at the following Commission meeting in March or April 2007. We believe the recommended list meets all of the State Route 99 Bond Program Guidelines as adopted by the Commission and provides for timely implementation of the State Route 99 Business Plan.

In particular Fresno COG is very pleased to see the proposed list of funded State Route 99 projects meets the intent of Proposition 1B in that it provides funding for transportation projects that will provide long overdue capacity improvements, rehabilitation improvements, as well as operational and safety enhancements along the SR 99 corridor throughout the San Joaquin Valley. We were also very pleased with the inclusive consultation process that Caltrans Districts 06 and 10 employed as they put together the recommended project list for the State Route 99 Bond program. It is our opinion that the list of funded projects developed by Caltrans in consultation with all of the San Joaquin Valley Regional Transportation Planning Agencies truly reflects the priorities of both Caltrans as owner/operator of State Route 99 and the regions, who are responsible for providing regional guidance and perspective on future transportation investments along the State Route 99 corridor.

Speaking for our Fresno County region, we are delighted to see that a Fresno County segment of State Route 99 (Widening from 4 to 6 lanes - Ashlan Ave. to Avenue 7) is slated to receive \$93 million in bond funding. This is a critical stretch of State Route 99 as it provides both inter- and intra-regional connectivity for residents of Fresno and Madera County, and is an important link in the State Route 99 goods movement corridor which serves the San Joaquin Valley and the State. It also brings closer the goal of providing at least six lanes on State Route 99 throughout the Valley.

In closing, I thank you and the Commission for your hard and diligent work on bringing transportation funding to the San Joaquin Valley as illustrated by your support of the \$1 billion earmark for State Route 99 in Proposition 1B. If you should have any questions or wish to further discuss the State Route 99 Program of Projects please call Fresno COG Executive Director Barbara Goodwin at (559) 233-4148.

Sincerely,


Trinidad Rodriguez, Policy Board Chairman
Council of Fresno County Governments

cc: Governor Arnold Schwarzenegger; Senator Don Perata-Senate President Pro-Tem; Assemblyman Fabian Nunez, Speaker of the Assembly; Senator Alan S. Lowenthal; Assemblyman Pedro Nava; CTC Commissioners; John Barna, Executive Director, California Transportation Commission; Will Kempton, Director, Caltrans; Central Valley Senate and Assembly Members

Member Agencies: The cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma & Fresno County

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2007-09

In the Matter of:)
)
PROPOSITION 1B –)
RECOMMENDED ROUTE 99)
PROGRAM OF PROJECTS)
_____)

RESOLUTION OF SUPPORT
RECOMMENDED ROUTE 99
PROGRAM OF PROJECTS

WHEREAS, the California State Legislature placed Proposition 1b – the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 on the November 7, 2006 statewide ballot; and

WHEREAS, the voters of the State of California approved Proposition 1b that designated \$1 billion for improvements to State Route 99 in the San Joaquin Valley and Sacramento Valleys; and

WHEREAS, Proposition 1b required the California Department of Transportation develop a list of improvement projects that would provide for safety, operational enhancements, rehabilitation, or capacity improvements necessary to improve the State Route 99 corridor; and

WHEREAS, the California Department of Transportation agreed to submit the final list of recommended improvement projects to the California Transportation Commission for final approval; and

WHEREAS, Proposition 1b required that the California Department of Transportation consult the regional transportation planning agencies in the San Joaquin and Sacramento Valleys regarding projects to be included in the recommended improvement project list; and

WHEREAS, the California Department of Transportation and the regional transportation planning agencies of the San Joaquin and Sacramento valleys developed program guidelines to implement the State Route 99 Bond Act Program; and

WHEREAS, the State Route 99 Bond Act Program Guidelines were adopted by the California Transportation Commission on December 13, 2006; and

WHEREAS, the State Route 99 Bond Act Program guidelines specify that the Commission expects that project nominations submitted by Caltrans from the San Joaquin Valley will be consistent with the Caltrans State Route 99 Business Plan Element of the Master Plan that established project priority categories.

NOW THEREFORE, BE IT RESOLVED, that the Council of Fresno County Governments (Fresno COG) fully supports the Caltrans recommended State Route 99 Program of Projects based on its consistency with the SR 99 guidelines adopted by the California Transportation Commission and the Caltrans State Route 99 Business Plan.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 22nd day of February, 2007.

AYES: Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma & Fresno County

NOES: None

ABSTAIN: None

ABSENT: None

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 22nd day of February, 2007.

Signed: Barbara Goodwin
Barbara Goodwin, Executive Director

Signed: _____

Trinidad M. Rodriguez, Chairman



2035 Tulare Street, Suite 201
Fresno, California 93721

Telephone (559) 233-4148 • FAX: (559) 233-9645
Website Address: www.fresnocog.org

February 22, 2007

Ms. Marian Bergeson, Chairperson
California Transportation Commission
1120 N Street
Sacramento, California 95814

SUBJECT: Corridor Mobility Improvement Account – Fresno County Projects

Dear Chairperson Bergeson:

Last year **Fresno County voters**, in conjunction with voters throughout the state, passed Proposition 1B. Recently the Fresno COG submitted four projects based on their ability to meet the Commission adopted CMIA Guidelines:

A project must improve mobility in a high-congestion travel corridor by improving travel times or reducing the number of daily vehicle hours of delay; improve connectivity of the state highway system between rural, suburban, and urban areas; or improve the operation or safety of a highway or road segment. In addition the project must also improve access to jobs, housing, markets and commerce.

The four Fresno COG project nominations are:

Urban Program

Priority 1 **SR 180/168/41 Freeway to Freeway Connections**
(Braided ramps to improve safety/connectivity between State routes)

Priority 2 **SR 41-Divisadero to Shields Avenue**
(Widen existing SR 41 from 6 lane Freeway to 8 lane Freeway)

Interregional Program

Priority 1 **SR 180 East - Academy Avenue to Trimmer Springs Road**
(Widen existing SR 180 to a 4 lane divided expressway)

Priority 2 **SR 180 East - Trimmer Springs Road to Frankwood Avenue**
(Widen existing SR 180 to a 4 lane divided expressway)

Our number one Urban priority, the SR 180/168/41 braided ramps project, was included in the oversubscribed "later delivery" list submitted to you by your staff. We strongly urge this project be included within the CMIA funded listing, and request reconsideration of our other three projects as well.

The Fresno COG realizes the very difficult and challenging job the Commission has selecting a \$4.5 billion list of CMIA projects, particularly in light of the historic backlog of unfunded transportation projects in the State and the incredibly tight timeframe in which you are required

Member Agencies: The cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma & Fresno County

Ms. Marian Bergeson
February 22, 2007
Page 2

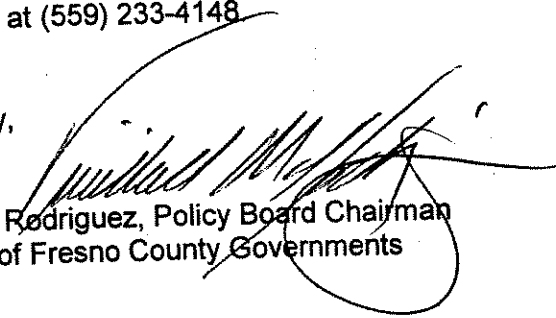
to make your decision. However, having said that, and in light of the highly politicized and increased focus on congestion relief projects as voiced at CTC's meeting on the 20th, we are concerned about our significant Fresno County projects. Our projects meet the guideline criteria upon which projects were to be submitted and considered and we urge inclusion of Fresno County projects, **as is expected by our Fresno County voters**, upon the list to be adopted by the Commission at its February 28th meeting.

As background for your decision making, please remember Fresno County is the number one agricultural county in the world with over \$4.5 billion in value and also home to the city of Fresno, the largest urbanized area in the San Joaquin Valley with a population nearing a million persons today and projected to grow to almost twice that in the next twenty years. As additional background the current Daily Vehicle Miles Traveled in Fresno County is 21,122,695, current Daily Trips is 3,060,877 and total Daily Vehicle Hours of Delay is 28,279. Fresno County is the 10th most populous county in the state with over 7,100 miles of road system and contains the 6th most populous city in the state. Clearly, we have serious issues with regards to congestion relief and connectivity that could be mitigated with CMIA funding.

The Fresno COG also urges you focus closely on enabling legislation which requires "geographic balance", because historically the central San Joaquin Valley has been underfunded, given our population, 300-mile length and 27,000 square miles, with regards to state funded transportation investments and we are concerned that trend may be repeated based on the initial list of recommended CMIA projects.

In closing, on behalf of the Fresno COG Policy Board, I thank you in advance for your consideration of the issues we've raised. If you should have any questions or wish to further discuss the project nominations please feel to call Fresno COG Executive Director Barbara Goodwin at (559) 233-4148.

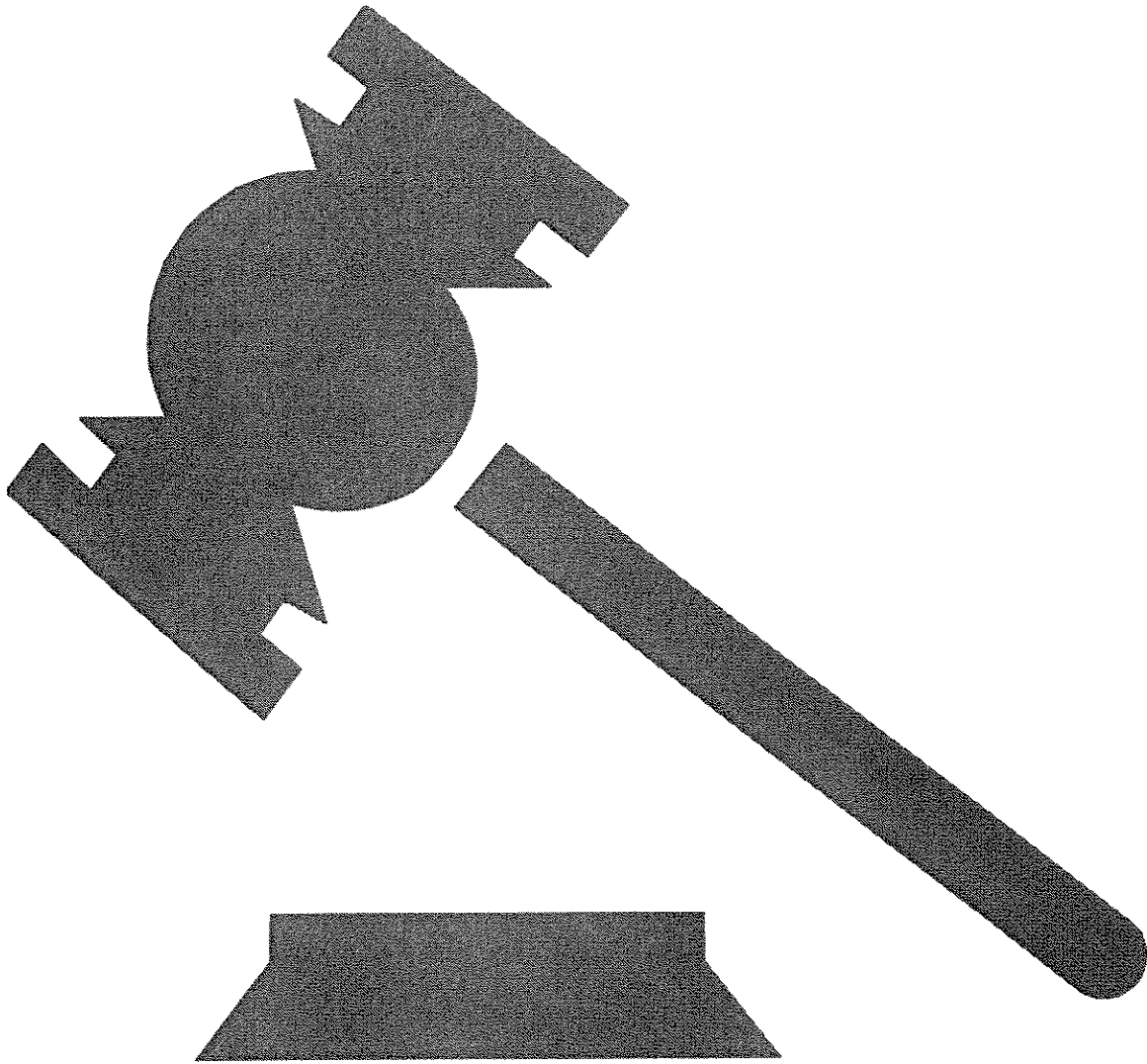
Sincerely,



Trinidad Rodriguez, Policy Board Chairman
Council of Fresno County Governments

cc:

Governor Arnold Schwarzenegger
Senator Don Perata, Senate President Pro-Tem
Assemblyman Fabian Nunez -Speaker of the Assembly
Senator Alan S. Lowenthal
Assemblyman Pedro Nava
CTC Commissioners
John Barna, Executive Director, California Transportation Commission
Will Kempton, Director, Caltrans
Central Valley Senators and Assembly Members



TRANSPORTATION ACTION/DISCUSSION ITEMS
AGENDA ITEM III. E.

Fact Sheet

What? The state's long-range transportation plan, the California Transportation Plan (CTP) 2025, is being updated to comply with the Safe, Accountable, Efficient, Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU is the new federal transportation law that provides funding for surface transportation programs through 2009.

Why? The long-range statewide transportation plan must comply with the new SAFETEA-LU planning provisions. Most of these provisions simply extend or broaden existing State policies and strategies as articulated in the CTP 2025. The new requirements include: expansion of consultation to resource agencies, discussion of potential environmental mitigation, separation of safety and security as separate planning factors, inclusion of transportation system operation and management strategies, and representation of tribal, bicycle, pedestrian, and disabled interests in the planning process.

How? The CTP's vision is one of a fully integrated, multimodal, sustainable transportation system that supports the three outcomes (3Es) that define quality of life – prosperous economy, quality environment, and social equity. Building on this vision and the CTP's policy framework, an addendum will be developed expanding and refining the plan's policies and strategies to comply with SAFETEA-LU. This addendum will be developed with the assistance of a policy advisory committee (PAC) composed of Departmental staff and external stakeholders. At the same time, the CTP's trends and demographic data will be updated to extend the plan's horizon to 2030, providing the minimum 20-year horizon required by Federal regulation.

When? The development of this update will include opportunities for stakeholder involvement, including a statewide session on January 17, 2007, addressing the new expanded consultation requirements, consultation with Metropolitan Planning Organizations, Regional Transportation Planning Agencies, and tribal governments, and three public workshops (Redding, Oakland and Riverside) in April of 2007 (see timeline on reverse). The final draft of this addendum is scheduled for approval by the Secretary of the California Business, Transportation and Housing Agency in October 2007.

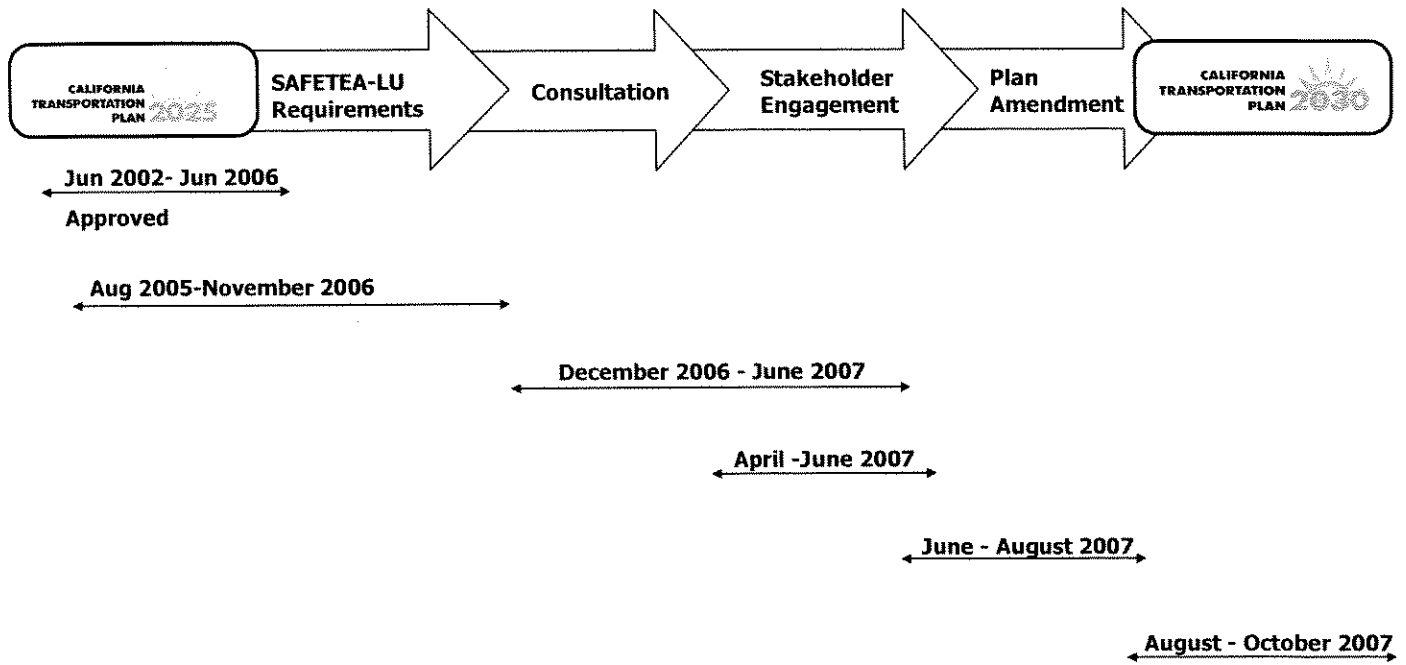
What's Next? This update to the CTP will be followed by the development of a new public engagement plan that meets the requirements of SAFETEA-LU and by a full plan update beginning in 2008.

Products: California Transportation Plan 2030 SAFETEA-LU Addendum and a website, providing links to plans, data and GIS resources, to facilitate consultation and comparison with resource agencies during the transportation planning process.

Contact: Pam Korte, Project Manager, at (916) 653-2593 or Pam.Korte@dot.ca.gov. For more information see our webpage at: <http://www.dot.ca.gov/hq/tpp/offices/osp/ctp.htm>.

(continued on reverse)

**Timeline:
California Transportation Plan (CTP)/SAFETEA-LU Update**



Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users
(SAFETEA-LU)

December 5, 2006 11:25 PM

CALIFORNIA TRANSPORTATION PLAN



ADDENDUM TO THE CTP 2025

California's Long Range Transportation Plan is now being updated to comply with federal law and regulations. The enclosed contains an Addendum for SAFETEA-LU planning compliance. The long-range time horizon is also changed from 2025 to 2030.

July 2007

Addendum to CTP 2025

California's Transportation Policies and SAFETEA-LU

SUMMARY

The Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), is a bill which authorizes federal transit and highway programs through Fiscal Year (FY) 2009. Signed into law on August 10, 2005 (Public Law 109-59), SAFETEA-LU will provide \$23.4 billion in federal funds to California through 2009. Much of SAFETEA-LU echoes the previous two federal transportation program authorizations, the recent Transportation Equity Act for the 21st Century (TEA 21) passed in 1998, and the earlier Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).

While SAFETEA-LU maintains the overall structure of TEA-21, it does provide increased emphasis on safety and how safety is addressed overall. SAFETEA-LU departs from previous authorizations in a number of other ways. Those changes that affect state planning and policy issues are summarized here and described in more detail in the following sections, together with a description of California's compliance with each mandate.

The real challenges with SAFETEA-LU require that the CTP address consultation with state, tribal and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation; and the mitigation measures and consultation that are required. The consultation process involves sharing plans, maps, and data with each other.

The other challenge is linking transportation planning with resource and environmental planning in order to promote early consultation and comparison of existing plans, maps and data across agencies. The goal of this process is to better preserve the state resources that we all value while avoiding costly project overruns and delays. These present real challenges for the MPOs and the RTPAs as well.

The thrust of this Addendum is therefore directed at engaging stakeholders in identifying the "first steps" of the expansion of consultation and comparison

efforts with resource agencies; and, a discussion of potential environmental mitigation measures. Future plan updates will broaden and deepen these discussions. The more detailed “follow on” policies and strategies for these consultation, comparison, and mitigation efforts will then be addressed in the next full update of the California Transportation Plan in 2008.

Linking the Transportation Planning and Resource/Environmental

Planning. The Notice for Proposed Rulemaking that followed the SAFETEA-LU statute called for linking the Transportation Planning and Environmental Planning Processes—linking transportation planning with resource and environmental planning. The practice of linking these planning efforts would ensure these transportation planning and resource planning agencies actually consult and compare plans, maps, and data.

Consultation and Comparison. Consultation involves a comparison of transportation plans with federal, state, local and Tribal resource plans, maps, and inventories of natural or historic resources. The concept of comparison and consideration is a new slant on an old issue, assuring compatibility between plans. California will focus on GIS overlays and data sharing between federal and state agencies concerned with transportation, wildlife, land use, conservation, environmental issues and historic preservation. Tribal governments are mentioned frequently in SAFETEA-LU, and consultation with them will add their perspectives and plans into every level of transportation planning and project development. No new data or GIS applications are expected to be required, but existing data and maps will be shared across government and tribal departments. Each new California Transportation Plan will document the extent this consultation and comparison occurs. Section 1 shows infrastructure and environmental resource maps that are currently available and being used now for comparison, including the Department’s California Transportation Information System, Fish and Game maps, and sensitive resource area maps.

Mitigation List and Consultation. States and MPOs are to prepare a listing of environmental mitigation measures and the areas to which they should be applied. The California Wildlife Action Plan provides an example of the scale the CTP could use to address mitigation at a statewide level. The discussion section also contains other examples of specific mitigation measures and some strategic applications. Adopted policy and sound practice calls for avoiding and minimizing impacts before identifying mitigation options. The CTP will be supported by a web site that describes the transportation and environmental coordination process, with links to appropriate plans, maps, and GIS data, including sample “hot spots.” The section will also address mitigation measures to be considered in project and corridor planning.

Delegated NEPA Responsibilities. California is one of the five states chosen to participate in this pilot program, which essentially delegates NEPA tasks to the

state. Questions currently being explored cover areas such as liability, staffing, and type of administrative mechanism to be used.

Although there are policy implications, delegation will be primarily administrative, as the same standards are expected to apply regardless of state or federal oversight. Delegation should provide a potential to more smoothly develop projects in concert with environmental protections, making project delivery more efficient and possibly shortening the process.

Other Provisions of SAFETEA-LU

The focus of the remaining sections is to address the following provisions that extend or broaden existing State policies and strategies addressed in the current CTP 2025.

Expanded Stakeholder Engagement. The current CTP has an exemplary level of stakeholder engagement already, and neither the scope nor direction of the approved document has significantly changed since it was developed. The current plan further recognizes the value of public outreach in gaining consensus early in the planning processes enables States and MPOs to minimize opposition, litigation, and the need to redesign or relocate projects, while simultaneously building public support for plans and projects that serve the public interest.

The Appendix IV of the CTP 2025 fully describes the stakeholder engagement process used to develop the plan. We will use that process as the basis for stakeholder engagement for the next major update of the plan.

During consultations with tribal governments every effort will be made to facilitate input during consultation, in addition to public input of Native American individuals and community groups. The elderly, disabled and low-income residents will also be involved in the preparation of local transit coordination plans, required for several FTA programs. These outreach efforts are further discussed in Section 6.

In addition, to the maximum extent practicable, the Department will enhance stakeholder engagement, and hold any public meetings at convenient and accessible locations and times; employ visualization techniques to describe plans; and, make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information. The plan update, as was the case with the predecessor, has been made available to the public electronically on the Department's World Wide Web site.

**Coordinating with statewide trade and economic development:
Consistency of transportation with State and local planned growth and economic development patterns** SAFETEA-LU calls for states to protect and

enhance the environment, promote energy conservation, and improve the quality of life, while promoting “consistency of transportation plan and transportation improvements with State and local planned growth and economic development patterns.”

Sections of this statute address coordinating transportation plans with MPO plans and statewide trade and economic development activities. The CTP has a strong focus on planning for economic development, as a Prosperous Economy is one of the three E’s described in the Vision.

One of the six CTP goals is to “Support the Economy”, and the structure of the Business, Transportation and Housing Agency tends to wed statewide planning at the highest levels. Several plans are discussed in Section 7 that show the close relationship of transportation planning and economic development. The Department of Transportation is one of the Core Collaborative Partners in the California Economic Development Partnership, the driving force behind economic development activity in California.

Common principles found in the CTP are also addressed in most of the trade and economic development plans including discussions of leadership, cooperation and development of the infrastructure necessary for goods movement.

The Addendum provides information on other efforts that support planned growth and economic development including: the integrated statewide model, and the Goods Movement Action Plan (GMAP) address these requirements.

Added Security and Safety as New Stand-alone Planning Factors for motorized and non-motorized users.” SAFETEA-LU includes a separation of safety and security planning areas, which have previously been linked. The CTP has separate sections for each, showing both as important yet distinct. Some new aspects of Homeland Security have been introduced by SAFETEA-LU, and are covered in this section

Safety as Stand-alone Planning Factor. The California Strategic Highway Safety Plan (SHSP) was adopted on September 26, 2006, and will serve as the stand-alone Safety Element for the CTP 2025 Addendum. This addendum describes key elements of this SHSP and the extensive public participation process that was followed in its development. More than 200 stakeholders have been involved in the formulation of the original plan, which is now incorporated into the addendum by reference.

California developed this strategic plan based upon a number of performance factors, and the plan contains effective behavioral and infrastructure strategies and countermeasures for each of 16 Challenge Areas identified in the plan. The SHSP also addresses the key elements of the Strategic Highway Safety Implementation Plan (SHSIP) that is expected to be complete by June 2007.

Security as Stand-alone Planning Factor. SAFETEA-LU also requires states to identify security as a new stand-alone factor for motorized and non-motorized users. The following will be incorporated into the CTP by reference, as components of the Security element: the Department has conducted emergency preparedness plans, drills, and workshops for public transit providers, local agencies, first responders, and district staff (rural and urban), and is developing standardized emergency operations plan guidelines for emergency management principles; there is a security element within the Goods Movement Action Plan (GMAP); and there are security elements addressed in the state's Continuity of Operations Plan/Continuity of Government (COOP/COG).

Include operations and management strategies. SAFETEA-LU requires that the long-range statewide transportation plan include operations and management strategies, investments, procedures and other measures to ensure the preservation and most efficient use of the existing transportation system. The plan identifies how these elements are addressed in the discussion section that follows.

Include pedestrian walkways and bicycle facilities. SAFETEA-LU required a new project element to be specifically included (pedestrian walkways and bicycle transportation facilities). These are requirements that were also addressed in the recently adopted California SHSP. Two of the 16 Challenge Areas within the SHSP address walking and bicycling transportation; a third identifies the data collection requirements to support these and other transportation modes. More importantly, the Department is developing a separate, stand-alone Bicycling and Walking Addendum to the CTP, and expects to begin this effort before the end of the year.

Consultation with non-metropolitan local officials and Tribal governments in the development of the long-range statewide transportation plan and STIP. SAFETEA-LU reaffirmed the consultation with the RTPAs and Tribal Governments to ensure that the rural issues and tribal issues were addressed. The Addendum underscores a commitment to update Rural Issues and to address Tribal Government consultation issues either in this Addendum or in the next full CTP update scheduled in 2008.

Other SAFETEA-LU Opportunities

- A. *Coordinated Transportation Plans, Mass Transportation.* Receipt of three transit program's funding is keyed to having a local coordinated human service transportation plan. The state has a role of grant recipient and manager, and can catalyze the process for improving paratransit efficiency statewide through service coordination.

- B. *Rail Plan Update.* The next version of the State Rail Passenger Plan is under development, and will include discussion of the changes made possible in goods movement by SAFETEA-LU.
- C. *Long Range Planning Horizon.* The California Transportation Plan is now using a 2030 horizon, necessitating changes to various projections. These are attached to meet the commitment to have the best planning information available for the CTP.

California's Transportation Policies and SAFETEA-LU

1. Consultation Meeting: A First Step. On January 17, 2007, the Department held a first Consultation Meeting with stakeholders (identified below) from local, state, federal, and tribal government and resource agencies to discuss efforts at linking transportation planning and resource/environmental planning; and consultation and comparison of plans, maps, and data, as well as mitigation measures and consultation.

More than 60 attendees participated in the meeting, representing a good cross-section of attendees from other agencies. Key issues were discussed and were posted on the CTP link to the UC Davis web. Key issues will be addressed either in this addendum or the next full update in 2008. Highlights of that important meeting included:

a. Consultation Stakeholder Participants:

- California League of Cities
- California State Association of Counties (CSAC)
- Regional Council of Rural Counties
- California Council of Governments
- California Transportation Commission (CTC)
- California Department of Fish and Game
- Dept of Housing & Community Development
- California Energy Commission
- California Dept. of Forestry and Fire Protection
- California State Parks
- California Department of Water Resources
- California Department of Conservation
- San Francisco Bay Conservation and Development Commission
- Governor's Office of Planning & Research
- CALFED
- Senate Transportation and Housing Committee
- Federal Highway Administration
- Tribal Government Representatives
- Rural Counties Task Force

- UC Davis Information Center for the Environment
- UC Davis Road Ecology
- Business Transportation and Housing Agency
- California Resources Agency
- U.S. Environmental Protection Agency
- U.S. Fish & Wildlife Service
- USDA NRCS
- Defenders of Wildlife
- California State Parks Foundation
- Sierra Nevada Conservancy
- Agua Caliente Band of Cahuilla Indians
- Wiyot Tribe
- Pechanga Band of Mission Indians

b. Innovative Planning Efforts (each are potential sidebars as well—see PIP example below)

- Florida's "Efficient Transportation Decision Making" Program
--summary
- Partnership for Integrated Planning (PIP)
--summary
--proposed sidebar—

PIP Sidebar: Results of the Partnership for Integrated Planning model include:

- ☐ 800% increase in public participation in the transportation planning process
- ☐ 89% of participants said they enjoyed the PIP project
- ☐ 89.1% of participants said they learned more about transportation issues
- ☐ 30% increase in awareness of the RTP among all county residents
- ☐ New issues brought to the surface from county groups who had not previously participated in the process
- ☐ Better relationships were built at both the county and city level among civic organizations, agencies, and residents
- ☐ RTP was approved by the MCAG Governing Board and received no opposition during public comment periods
- ☐ Development of an Environmentally Sensitive Areas map based on shared information from a variety of resource agency databases
- ☐ Development of a Prime Agricultural Lands map based on input and information from a variety of ag interests.

- Caltrans Early Biological Mitigation Project Summary: Biological Needs Planning
--summary

c. A summary of Breakout Sessions (Linking Transportation Planning and Environmental Issues: Opportunities and Challenges; Issues; and Outcomes) is included below.

- Identify the need for multi-disciplinary approach; synergy of working together; use example projects
- While efforts are laudable, there are not sufficient staffs within some resource departments to support this effort.
- Challenge is how to integrate these planning principles into state plans, and how to integrate state plans.
- There is an opportunity to use the CTP update to evaluate the cumulative impacts of land use.
- There needs to be the means to reward the efficient land use with infrastructure (i.e., reward those that follow guidelines of efficiency).
- The key role of the state should be as the data information provider for local governments.
- The flow of information between the state, regional, and local is important.
- The challenge is to integrate plans, and understand each other's processes.
- There may be a need for a pilot project, a multi-agency road show.
- Another challenge is how to fund the consultation: linking transportation funding to land conservation.
- Other challenges: tribal governments are special case; rural counties are not blueprinting, but we still need a process for them.
- Solid discussion on participation and collaboration; avoid is the better option for good planning, and if that does not work, then you need a good mitigation process.
- There were lots of negative comments on data, and the need for more resources in the form of additional positions (PY) was addressed.
- The Florida model stands out as innovative, but how did they champion the effort? And who is going to be our champion?
- Need for a single point of data access.
- Training on how to use data, and access to information from other resource agencies.
- These are real, direct benefits from SAFETEA-LU requirements and these innovative approaches.
- There is a real environmental emphasis of SAFETEA-LU and tasked by FHWA to do it right. Caltrans is ahead of a lot of states except Florida in this area.
- Looking for consistency and integration of resource plans and local plans. These are complex planning systems; we need to coordinate wherever we can. Data is the key, and the fundamental basis for helping us.
- Policy toward avoidance in resource planning; avoid where possible--mitigate where it is not; lead with avoidance and good planning--then, think about mitigating.
- Need for clear performance-based approach which stresses avoidance (e.g. MTC, SANDAG)

2. Linking the Transportation Planning and Resource/Environmental Planning. The Notice for Proposed Rulemaking that followed the SAFETEA-LU statute addresses linking transportation planning with resource and environmental planning. Linking these planning efforts would ensure these transportation planning and resource planning agencies actually consult and compare plans, maps, and data, as directed by the statute.

One approach to accomplish this link is to develop a culture that ensures that projects eventually selected satisfy the “purpose and need” as agreed to by a full range of stakeholders, from early planning through project delivery. This will ultimately ensure that projects are eventually delivered optimally, and meet transportation needs while also addressing and responding to community and environmental values throughout.

The CTP Update is an opportunity for the state to develop a new way of doing business, and the consultation process has helped us define the opportunities, challenges, and the outcomes. The model for this in Caltrans is context sensitive solutions (CSS)--using collaboration to understand the context and then define the solutions. This is also consistent throughout the Department’s Context Sensitive Solutions (CSS) policy—a process-driven policy that demands a fundamental shift involving all stakeholders. This process-driven policy demands that all stakeholders be engaged, influential, and informed decision-makers. This CSS policy similarly ensures that our planning, programming, and project delivery efforts reflect the Department’s values in providing customer service, building partnerships, and delivering plans and projects efficiently. These values ensure the Department has a major stewardship role in the state, a role that is both responsive and progressive in addressing current and future interests of the public.

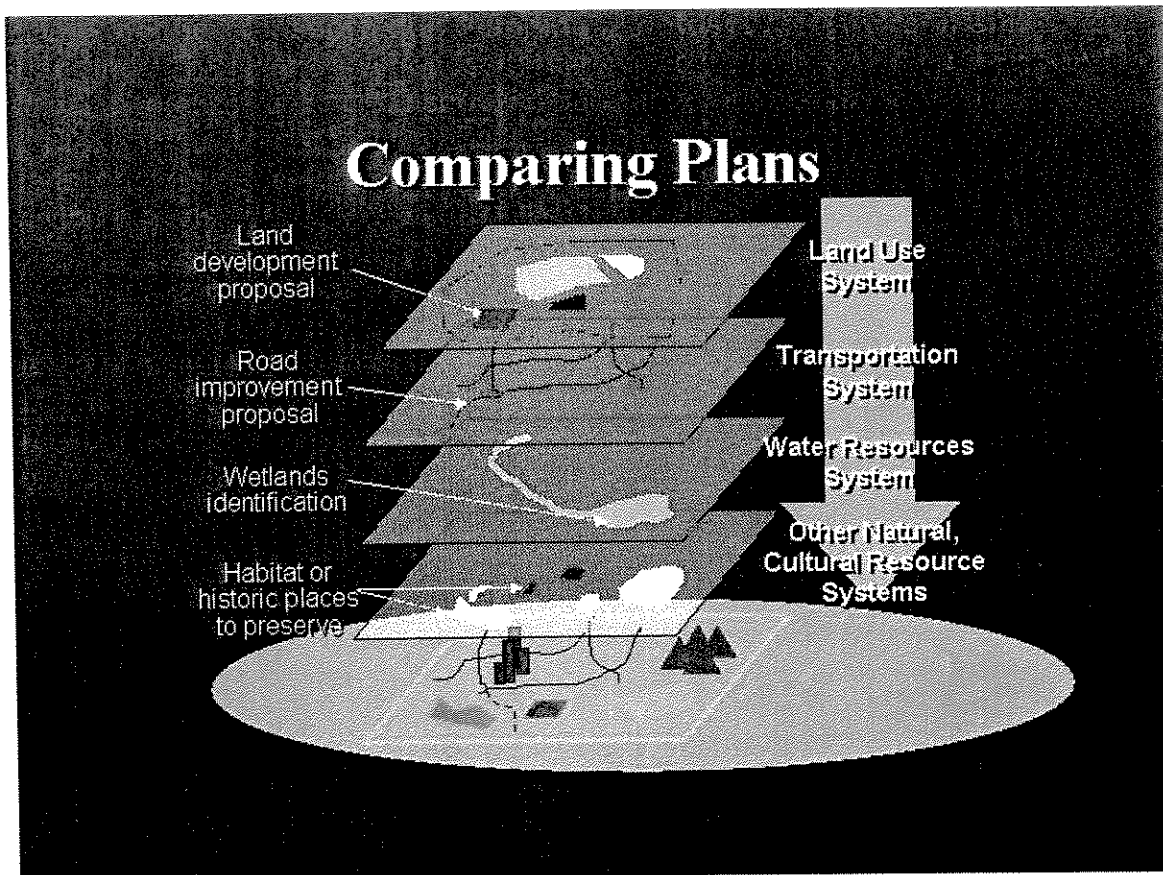
Placeholder: Identify Contract for Innovation the CSS Principles

Director’s Focus Area for Innovation (committed to by the Deputy Director for Planning and Modal Programs) included a commitment to “position Caltrans as the preeminent model of leadership by institutionalizing Context Sensitive Solutions principles.”

At their core, CSS principles (identified in the figure below) drive proactive, collaborative and intelligent behaviors. The expected benefits include innovations based on synergy, the efficiency of focused direction and sustainable decisions and, increased ownership. These principles create a leadership that significantly influences external stakeholders by building credibility and trust. They will also motivate and empower employees to be more productive, better partners and intelligent risk takers.

Figure XX: CSS Principles	CSS Benefits
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• Use interdisciplinary teams • Involve all stakeholders • Seek board-based public involvement • Use full range of communication methods • Achieve consensus on purpose and need • Know difference between standards and guidelines • Utilize full range of design choices • Consider all alternatives and modes • Maintain environmental harmony • Consider community and social issues • Provide aesthetic treatments and enhancements • Provide a safe facility for users and community • Track and meet all commitments • Create lasting value for the community • Use all resources effectively (time and budget)	• Expedited acceptance by stakeholders • Decreased cost and time for project delivery • Decreased construction cost and time • Value added • Increased opportunities for partnering, shared funding and joint use/development. • Sustainable decision and investments • Increase stakeholder satisfaction, ownership and trust • Increased mobility for all users • Improved safety • Ease of maintenance and operations
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(Source—FTA webcast)

3. Consultation and Comparison.

SAFETEA-LU contains a multi-agency planning theme that is echoed throughout the California Transportation Plan. Transportation interacts extensively in the areas of economic development, land use, and environmental stewardship. Early consultation with other agencies will identify problems and opportunities and ease a cooperative resolution.

The comparisons are complex because of the number of jurisdictional entities and their multiple areas of expertise and regulatory responsibilities. A simplified planning matrix appears on the next page, showing where appropriate state policy level comparisons can be made, and where maps or GIS data displays are available for comparison with state transportation maps. The matrix is useful to define where to begin the statewide comparisons, and it is clear that existing maps are more available in the resource management areas than in statewide land use or economic development.

The maps in this section have been selected for useful comparison, availability and up-to-date data. Comparisons have been made on a state corridor level, not project level, to identify a short list of Emphasis Areas in which major challenges may arise in future improvements. A great deal of the state planning effort will be

needed to adequately address transportation, environmental and resource planning in these Emphasis Areas.

Comparisons should be as comprehensive as possible, extending beyond simply examining a collection of assembled maps. The data underlying the maps should be examined for compatibility problems that can be resolved in the early consultation. Analysis of the data would be critical, as the analysis could provide patterns that can be examined in light of their impacts on the transportation, land use, and environmental resource needs. The major benefit will come from sharing the analysis of the data behind the maps in order to identify opportunities to partner and to optimize input into state decision-making on conserving California's environmental resources while providing for adequate infrastructure needs.

The agencies and tribes included in consultation on the CTP update are listed in the public participation section (Appendix IV of the current CTP 2025). The new stakeholders added by SAFETEA-LU mandate are listed in Section 6 of this Addendum, and these stakeholders will be consulted for this amendment and all future CTP updates.

Comparing plans will be a new activity for most MPOs as they update their Regional Transportation Plan. Multi-agency planning models exist in California, notably in Merced and Riverside. The Merced Partnership in Planning is discussed in a cameo in the CTP under Environmental Impacts. The State of California will continue to encourage such comprehensive planning approaches, which partner transportation planning with land use and environmental planning.

The comparison process is being initiated with this first CTP update to support the SAFETEA-LU requirement to consult and compare plans, maps, and data with Federal, State, and Tribal wildlife, land management, and regulatory agencies; however, it will be up to subsequent state planning efforts to define the process in detail, as well as to ensure a process that is both "deep and broad." The maps included in this appendix are a sampling of the key maps currently being compared. The matrix below lists the different policy or planning documents and maps that can be utilized for comparing and consulting with different agencies and organizations in order to integrate transportation planning, land use planning and environmental resource planning. The matrix can be used in the following way.

Placeholder: Highlight Great Places Program.

Placeholder: UC Davis Information Center for the Environment (ICE) will develop a web site to describe the transportation and environmental plan coordination process, with links to appropriate plans, maps, and data.

Again, we are also addressing consultation with Tribal governments directed by SAFETEA-LU. Consultation with Tribal governments will add their perspectives and plans into every level of transportation planning and project development. There was tribal representation on the Policy Advisory Committee (CTP) that guided the development of this CTP Addendum, as well as the Consultation Meeting that addressed consultation issues with stakeholders for the first time in January 2007. We also attempted to consult with Tribal governments by scheduling three regional meetings statewide.

Placeholder: Here is a summary of key consultation and comparison discussion opportunities, challenges, and outcomes from Consultation Meeting on January 17, 2007.

Matrix of Comparison and Consultation

	Transportation	Conservation	Resource Protection	Cultural Resources	Land Use	Growth Management	Economic Development
Federal							
			Wildlife Action Plan, Water Plan, Species Recovery Strategies Habitat Conservation Plans Natural Community Conservation Plans Multi-species Habitat Conservation Plans Digital Atlas CNDDDB Coastal Sediment Management Plans Farmland Mapping and Monitoring Program Watershed Planning Documents BLM Resource Advisory Councils				
State	California Transportation Plan						
Tribal	TTP						
Regional	RTP; Blueprint Planning						
Local	General Plans						

* Compare Plans, Maps, and Data

[Insert all sample maps here]

4. Mitigation List and Consultation.

SAFETEA-LU calls for states and MPOs to prepare a listing of environmental mitigation measures and the areas to which they should be applied. This concept applies to the CTP, project, or regional plans. This section contains the list and a statewide map that shows key environmental issues in major state corridors with a list of potential mitigation efforts attached to the GIS data. Adopted policy and sound practice calls for avoiding and minimizing impacts before identifying options. The CTP addresses this and other policy issues, as well as showing major “hot spots” such as Pacific Coast Highway and the Alameda Corridor, assuring that appropriate mitigation measures will be considered in project and corridor planning.

The Goods Movement Action Plan also addresses environmental mitigation, recognizing that, although a robust economy depends on a robust goods movement transportation system, there are also significant environmental and community consequences resulting from these activities. For this reason, the Plan states that California must “*Undertake simultaneous and continuous improvement in infrastructure and mitigation.*” This means that actions necessary to protect public health and mitigate environmental and community impacts must be funded and executed on a simultaneous and continuous basis with actions necessary to improve goods movement transportation infrastructure. Infrastructure projects may have regional, statewide, or nationwide benefits, but the local public health, environmental and community impacts must be mitigated as these projects are advanced. Advancing actions with the highest rates of return—another Principle articulated in the Goods Movement Action Plan-- includes not only goods movement transportation investments, but also those actions with the highest potential to improve public health and the environment. (Goods Movement Action Plan, January 2007.)

- **Placeholder:** UC Davis Information Center for the Environment (ICE) has been asked to develop a system to identify potential hot spots at a gross level (Advanced Mitigation Project; Elkhorn Slough pilot project).

Placeholder: The California Wildlife Action Plan provides an example of the scale the CTP could use to address mitigation at the statewide level:

- A
- B
- C
- D

The following section contains more specific examples of mitigation measures and strategic applications. Adopted policy and sound practice calls for avoiding and minimizing impacts before identifying mitigation options. As the following list of measures illustrates, appropriate environmental resource protection does not

begin with mitigation measures, as the following actions should be examined first:

1. **Avoid:** Avoid the impact altogether by not taking certain actions or parts of action.
2. **Minimize:** Minimize impacts by limiting the degree or magnitude of the action and its implementation.
3. **Rectify:** Rectify the impact by repairing, rehabilitating, or restoring the affected environment.
4. **Reduce or Eliminate:** Reduce or eliminate the impact over time by preservation and maintenance during the life of the action.
5. **Compensate:** Compensate for the impact by replacing or providing substitute resources or environments.

The following is a list of some types of mitigation measures found in one environmental document that illustrative of the environmental planning practice. Specific mitigation measures must be selected based on the appropriate impact found in a planning document.

[placeholder: the list will be separated by type of action identified below]

Avoid

Minimize

Rectify

Reduce or Eliminate

Compensate

- Construction is not scheduled during critical life-cycle periods for wildlife (breeding, nesting, rearing of young, migration, etc.)
- Spring/summer surveys will be conducted prior to the project construction for identification of floral species
- Spring/summer surveys will be conducted prior to the project construction for identification of wildlife (birds and fish)
- Personnel not to be permitted near environmental sensitive areas.
- Personnel will be instructed to stay away from shrubs and tree covers to avoid disturbance to wildlife
- Burrow colonies (e.g., burrowing owls, ground squirrels, gophers), hibernacula and nest sites will be avoided
- Location of burrow colonies and nest sites will be mapped and provided to personnel with instruction to avoid these sites
- No activities will take place near the habitats of species at risk
- Tower sites are located away from structures that might attract avian species
- Tower sites will be located away from existing nesting areas
- New trails will avoid slopes greater than 15 percent
- Steep slopes and sided slopes will be avoided
- Shortest routes and least environmentally sensitive routes will be selected

- Where new access roads are required, geotextile material will be spread over the existing ground surface and covered with clean road gravel
- Access trails and gravel roads will be watered down should excess dust become a problem
- New trails will avoid depressions that may hold temporary bodies of water in spring or after rainfall
- Limit vehicles to existing trails and approved roads where possible
- All construction equipment and vehicles will be cleaned before entering the site to reduce the chance of spreading weeds and non-native species
- Vehicle maintenance will be done off-site
- Vehicle maintenance will be done on-site with proper protection equipment in place
- Vehicle speed will be less than 30 kilometres per hour
- Vehicles will be driven in proper manner and drivers will respect all traffic laws, regulations and company policies
- Personal vehicles will be denied access to the site
- Vehicles will be equipped with proper exhaust systems
- No-idling policy for vehicles where appropriate
- Vehicles/heavy equipment will not be moved at any time that mating is likely to occur
- Vehicle imprints or erosion gullies will be re-graded
- Surface grading will be minimized
- Topsoil stripping will be minimized
- Excavation will be minimized
- Access trails and tower sites that require less grading will be selected
- Ensure topsoil is stored separately from subsoil
- Use "three lift" soil excavation technique and storage where appropriate (i.e., topsoil, middle layer and subsoil)
- Trenches and new roads will be combined to avoid disturbance
- Underground cable routes will be located away from sensitive features (unique plant communities, rare and endangered species)
- Erosion prevention troughs/berms will be constructed
- Silt fences will be erected
- Exposure of bare ground will be minimized
- Disturbed areas will be reseeded with appropriate native seed mix
- Areas of concern will be flagged and avoided
- Disturbed area will be restored
- Spills will be cleaned up immediately using proper remediation procedures
- Re-vegetation will be undertaken on disturbed sites
- Reclamation will be done using native species where possible
- Reclaimed site will be fenced
- Hydrological features, heritage resources and coulee complexes will be avoided
- Natural drainage will not be disrupted
- Surface drainage will be controlled by lined perimeter ditches and drained into a sediment pond
- Construction activities (tower site, transmission lines, substation, trenching, storage facilities) are not located near water bodies
- All construction and operation activities will be confined to the surveyed areas
- An historical and archaeological resources assessment will be conducted prior to construction activities
- Archaeological excavations will be conducted prior to construction activities
- Time of equipment on-site will be minimized
- Disturbance to grazing lands will be minimized
- Damaged fences are to be repaired as soon as possible
- All litter will be disposed of in an approved manner
- General public will be denied access to the site
- Landowners will be contacted and kept informed of development activities

The state of California has always been a national leader in documenting the extent of environmental impact and taking actions appropriate to its stewardship role. For a more strategic application, the specific mitigation measures above might be indicative of specific actions that could be considered at High and Medium levels of concern, as defined below. However, care should be taken as this type of evaluation for different resources might differ in light of their associated regulatory protection.

Level	Definition
High	Potential impact could threaten sustainability of the resource and should be considered a management concern. Research, monitoring and/or recovery initiatives should be considered.
Medium	Potential impact could result in a decline in resource to lower-than-baseline but stable levels in the study area after project closure and into the foreseeable future. Regional management actions such as research, monitoring and/or recovery initiatives may be required.
Low	Potential impact may result in a slight decline in resource in study area during the life of the project. Research, monitoring and/or recovery initiatives would not normally be required.
Minimal	Potential impact may result in a slight decline in resource in study area during construction phase, but the resource should return to baseline levels.

Integrated planning is a concept that shows strong promise in a number of California regions. In these areas, the environmental planning is being conducted in close conjunction with land use planning and transportation planning. This is leading to proactive environmental stewardship, as opposed to reaction to projects that have progressed beyond the early stages. Resource management areas are being created, with full knowledge and participation of the responsible agencies for land use and transportation. California is providing encouragement, information about best practices and in some cases grant funding to promote integrated planning approaches.

5. Delegated NEPA Responsibilities.

SAFETEA-LU allows the secretary of transportation to delegate all or part of the department's federal environmental review authority for road projects to the state level in five states: Alaska, California, Ohio, Oklahoma, and Texas. The states were chosen for interest in the pilot program, as well as having the capacity to carry out the delegation. SAFETEA-LU required that each of the pilot states submit an application to FHWA, and once the application is approved, a memorandum of understanding or other agreement would be entered into by the state and FHWA. Guidelines are being developed for the content of each state's application, which will likely include a list of projects for which the state would request delegation and a list of environmental laws for which the state would seek to assume federal authority. The application can specifically call for other

environmental laws to be included in the delegation authority, as long as NEPA is not excluded.

Certain restrictions will apply to the delegation, and projects that are specifically excluded are:

- Multimodal Projects
- Priority Projects
- Federal Lands Highway Projects
- Projects underway (released Draft Environmental Impact Statement)

Projects on Native American land are not to be included unless the State has an agreement with the tribe that specifically calls for such consultation.

California is planning to take advantage of the delegation opportunity, and is exploring liability and staffing issues. There are policy implications in such delegation, although the procedure is primarily administrative, as the same standards are expected to apply regardless of state or federal oversight. The pilot project hopes to more smoothly develop projects in concert with environmental protections, making project delivery more efficient and possibly shortening the process. These are fully in keeping with goals expressed in the California Transportation Plan. A policy statement will be included in the Memorandum of Understanding that delegates NEPA authority, and this will be congruent with the California Transportation Plan.

6. Expanded Stakeholder Engagement.

SAFETEA-LU requires development of Public Participation Plans in consultation with “interested parties;” and holding public meetings at convenient and accessible times and locations; publication of statewide transportation plans, to the maximum extent practicable, available in electronically accessible formats (e.g., world wide web); and the employment of visualization techniques to depict statewide transportation plans and improve decision-making.

The Department recognizes that collaboration with local communities is needed to ensure that communities understand the local context of long-range transportation planning. The value in communicating the local context of long-range transportation planning is gaining consensus early in the planning processes. Collaboration simultaneously builds public support and partnerships for plans and projects that serve the public interest, while minimizing opposition, litigation, and the need to redesign or relocate.

This outreach will be supplemented by an internet-based service to make information available to the public and allow the public to provide comments in electronically accessible format. Caltrans will also be mailing postcards notifying the public on how to provide input.

The Public Participation Plan (PPP) for the approved CTP 2025 will be used as the basis for future public involvement. Following adoption of the Addendum, the State will initiate development of a new PPP based on the SAFETEA-LU requirements. The following timeline summarizes the extent and depth of public participation activities planned for this update of the CTP
Placeholder: Internal Timeline

Target groups that have traditionally been underrepresented in transportation planning will be specifically addressed through specialized media, mailed invitations, telephone calls and printed media in many languages. The groups included Native American, Latino, Asian, Pacific Islander and African American populations.

- **Placeholder:** In order to enhance public participation, the Department will: engage stakeholders in three public meetings (Oakland, Riverside, Redding); employ visualization techniques to describe plans and improve decision-making; and make public information on the update available in an electronically accessible format, such as the Web.

Visualization techniques

- Graphics;
- Photo-simulation;
- Photomontages;
- Interactive television;
- Teleconferencing;
- Interactive displays and kiosks;
- Computer presentations and simulations;
- Mapping through Geographic Information Systems;
- 3D Visualization;
- Visual Preference Surveys;
- Handheld Instant Voting (clicker technology, audience response systems);
- Plan or Text Markup Software;
- Remote Sensing Applications; and
- Scenario Planning

During CTP consultations with tribal governments every effort will be made to facilitate input from Native American individuals and community groups as well. Full use will be made of the Business, Housing and Transportation Agency's involvement in setting economic development goals and actions through the statewide California Economic Development Partnership. Elderly, disabled and low-income residents will be involved in the preparation of local transit coordination plans, required for several FTA programs. All outreach

and consultation efforts will be documented in the final version of this Addendum.

Electronically accessible web-based links to the CTP update have been made available, and a web-based survey/comment tool will be available for comments on the updates. These internal processes and strategies are designed to identify and engage stakeholders early in planning processes, and to ensure a full and more open public participation process.

The Department supports the proposed focus on the use of visualization techniques during all planning processes, because they assist participants move from general and abstract terms to more concrete imaging, and improve transportation decision-making. This is often helpful in balancing stakeholder values with transportation needs. Such techniques will also assist states in implementing "context sensitive solutions." The Department will employ visualization techniques to support the CTP effort, using techniques that will include: graphics, photo-simulation, and audience response systems like "clicker technology." The clicker technology will be available for public input at three large stakeholder engagement efforts scheduled in April 2007. The state supports the Blueprint Planning efforts as they employ sophisticated visualization techniques such as "scenario planning" to support their stakeholder engagement efforts.

The new stakeholders that have been singled out in SAFETEA-LU are listed below to insure that this and future California Transportation Plans will involve them.

Consultation:

Tribal representatives
Environmental Agencies (Federal, State)
Resource Agencies (Federal, State)

StakeholderEngagement:

Tribal members
Bicycle users and advocates
Walking representatives
Advocacy groups
Disabled representatives
Elderly representatives
Underrepresented (Low Income and minority representatives)
Trucking representatives
Port authorities
Rail freight and other goods movement representatives
[expand]

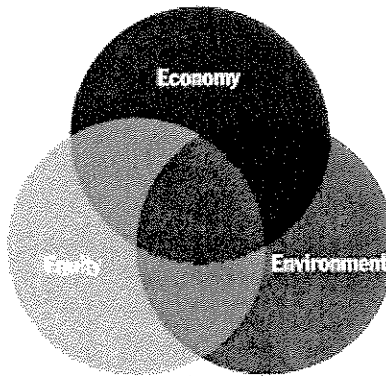
Placeholder: Opportunities and challenges

- Identify need for multi-disciplinary approach; Synergy—working together.

7. Coordinating with statewide trade and economic development.

Consistency of transportation plan and transportation improvements with State and local planned growth and economic development patterns:

SAFETEA-LU also expanded the environmental factor by adding the phrase promote consistency of transportation plan and transportation improvements with State and local planned growth and economic development patterns.”



The California Transportation Plan calls for a vision of a fully integrated, multimodal, sustainable transportation system. This vision supports three outcomes that define quality of life: prosperous economy, quality environment, and social equity (3Es). One of the six CTP goals is to “Support the Economy”, and various by policies and twenty-eight separate strategies support its implementation. In addition, current administration initiatives support economic growth and increased mobility. Strategies in the transportation component of the Governor's Strategic Growth Plan (SGP) are focused on improving mobility, and designed to build needed infrastructure to accommodate California's increasing population and economy.

The Governor's Budget for FY 2005-2006 made funding for regional blueprint planning available throughout California. The California Regional Blueprint Planning Program grants support the efforts of the California Metropolitan Planning Organizations (MPOs) and the Councils of Government (COG) to conduct comprehensive scenario planning that results in consensus by regional leaders, local governments and stakeholders on a preferred growth scenario - or "blueprint" - for a twenty-year planning horizon. The California Regional Blueprint Planning Program is an additional strategy for implementing the Governor's Strategic Growth Plan and the pyramid that is

the transportation component of that plan.

The California Regional Blueprint Planning grant program demonstrates the State's strong support for improving Californians' quality of life with better land use patterns, support that lead to a more efficient transportation infrastructure, housing and jobs proximity and environmental quality. The California Regional Blueprint Planning will help regions deal with future housing and mobility challenges, including congestion and air quality driven by population growth, changing demographics, the economy, and environmental concerns.

The State of California also promotes economic development through an Inter-Agency Cabinet Team that leads and coordinates the California Economic Development Partnership. The Secretary of Business, Transportation and Housing is one of the three Cabinet representatives. The Partnership itself is broad-spectrum, echoing the wide variety of industry clusters that drive the economic engine of the state. The Partners are key industry leaders, California agency staff, as well as committee and organizational representatives, including the California Chamber of Commerce, California Association for Local Economic Development, Economic Vitality Conversation Partners and California Partnership for Industrial Trade.

While the principle thrust of the Partnership is the attraction and retention of jobs in California, the CTP is strongly oriented to improving the movement of goods. In general, the plans are complimentary with respect to improving California's economy. Common themes shared between the CTP and the Partnership's plans include leadership, cooperation, efficient government operations, quality of life issues, and infrastructure development.

The CTP also supports the growth and economic development requirements on several other fronts, including the following efforts:

- The Smart Land Use slice of the Pyramid, guided by the Transportation Management System (TMS) Master Plan concepts that are the transportation component of the Strategic Growth Plan, supports consistency of transportation planning and programming with state and local planned growth and economic development patterns.
- The Transportation Management System (TMS) Master Plan concepts guided the early development of the pyramid
- The encouragement and funding of "Blueprinting" efforts with MPOs and COGs, including the grant program. The program contributes to the vision of improved quality of life within California by addressing future growth on a 20-year horizon through the integration of transportation, housing, land use,

environmental resources, other infrastructure, and services. There were three “Blueprint Learning Networks” (BLN) workshops in May, September, and November 2006, focused on overcoming barriers to the effort (Report to Joint Legislature, December 2006). The December meeting set the stage for plugging some of the holes for resource data.

- There is also a strong potential role for the Regional Collaborative Initiatives, where organizations like Valley Vision have assisted the Sacramento County of Governments in conducting successful “Blueprinting” efforts.
- Promoting the capabilities of an Integrated Statewide Transportation model, including promising models such as the Production Exchange Consumption Allocation System (PECAS) model that consider the effects of economy as well as development on land use and transportation.
- Incorporating the economic development goals addressed in the Goods Movement Action Plan (GMAP) also supports these requirements. *The Goods Movement Action Plan* is the Action Plan for the CTP and identifies the need to invest over \$50 billion in goods movement projects over the next 20 years, including such examples of major freight rail projects as:
 - ✦ Upgrade Alameda Corridor East through the Inland Empire
 - ✦ Expand Port of Oakland Joint Intermodal Terminal
 - Construct Additional Main Line Rail Track Through Cajon Pass
- In addition, the Department’s Office of Transportation Economics (OTE) has assisted development of County-level Economic Forecasts, to assist the counties within the regions around the state in developing significant County Economic Forecasts to support their own economic development efforts.

Security and safety as separate planning areas.

8. Security as a standalone planning area. SAFETEA-LU also calls for states to identify security as a new stand-alone factor for motorized and non-motorized users. The following will be incorporated into the CTP by reference, as components of the Security element: the Department’s transit security efforts; there are security elements within the Goods Movement Action Plan (GMAP); and there are elements of the Continuity of Operations/Continuity of Government (COOP/COG).

Goal 4 of the current California Transportation plan addresses safety and security, and then breaks out two separate and distinct policy/strategy sets to address each topic separately. Security plans focus on cooperation with federal, state and local agencies, supporting the security of borders, sea and airports, and developing a security plan for the transportation system. This section

focuses on Security issues addressed in the state, while the next discusses desired Safety planning.

The Department of Transportation is an active participant in both the regional and statewide homeland security-planning efforts. The Department serves as a stakeholder and has representation on the Strategic Plan Advisory Task Force, helping to shape the California Statewide Emergency Management Strategic Plan. Primary responsibility for strategic security planning is with the Office of Homeland Security, which mirrors the federal strategic directives:

- Prevent terrorist attacks from occurring within the State
- Reduce California's vulnerability to terrorism
- Minimize the damage and recover from attacks that do occur

Safety of public transportation has always been a priority for the Department. After the September 11 terrorist acts and the transit attacks in India, Spain and Great Britain, this concern was expanded to include concepts of transit security at transit systems large and small. The tragic hurricanes of 2005 broadened transit's focus on safety and security further to include transit's vital role in emergency response and recovery to disasters of all kinds.

To properly address the security threats of our public transportation infrastructure, the Department is encouraging transit operators to conduct a threat and vulnerability assessment process including:

- Identification of Threats
- Evaluation of their Relative Likelihood
- Assessment their Probable Impact
- Implementation of Mitigation Strategies that Reduce Likelihood and/Impact
- Providing Training to Frontline Staff

The Department has organized a series of emergency preparedness workshops across the state for local agencies and transit operators. Key issues arising from the workshops include lack of familiarity of local fire, EMS and law enforcement with transit equipment and transit facilities, sharing information between local first responders and transit agencies particularly in the area of hazardous materials. The Department conducted a two-day emergency preparedness workshop, "Caltrans Response and Recovery Conference," in October 2006, attended by some 300 emergency managers from local, state, and federal agencies including: Caltrans senior management, Governor's Office of Emergency Services (OES), the Governor's Office of Homeland Security (OHS), FEMA, EPA, and a diverse cross-section of cities and counties.

Placeholder: The Governor's Office of Homeland Security (OHS), along with the Governor's Office of Emergency Services (OES), California National Guard (CA NG), California Department of Health Services (CA DHS), California Department

of Food and Agriculture (CDFA), California Service Corps (CSC) and the Emergency Medical Services Authority (EMSA) hosted the Fiscal Year 2007 Program and Capability Review (PCR) conference in Sacramento December 2006. In addition to providing input on the fiscal year 2007 Homeland Security Grant Program, the meetings focused on:

- Statewide Maritime Strategy and Port Security Template Development
- Statewide Transit Security Working Group Meeting
- Statewide Rail Security Meeting
- Statewide Urban Area Security Initiative Meeting
- Regional Urban Area Security Initiative Meeting
- Grants Management Workshops (focus on procurement issues)
- Grant Writing and Preparation Workshops for Homeland Security Grant Program

The goal of transit emergency preparedness in California is to establish clear, predictable response to the wide variety of potential hazards and threats, which include earthquake, tsunami, wildfire and flood (levees, dams, and/or storms). Essential to meeting the transit emergency preparedness needs facing California would require the following actions:

- Developing Emergency Operations Plans for transit incident response
- Providing basic awareness training to all employees in the Incident Command System (ICS), the National Incident Management System (NIMS) and the Federal Response Plan
- Promoting closer coordination between transit and local emergency management and first responders on emergency response issues, including agreements on critical incident responsibilities and improving communication among emergency responders and transit operators.
- Training of frontline employees on protocols for hazardous situations.
- Regular drills and exercises on emergency preparedness using the Homeland Security Exercise Evaluation Program.

In addition, Caltrans does the following to improve transit security:

- Provide technical assistance to rural transit operators with regard to transit security and disaster preparedness.
- Distribute transit security materials, newsletters, security videos and training tools to rural and small urban public transit operators to help promote security awareness and enhance system security measures.
- Coordinate on-site classes for transit operators provided by the National Transit Institute. Through these classes, transit operators are trained to conduct risk assessment of their systems and facilities and work to minimize their system vulnerabilities.
- Provide grant funding for continuing workshops, currently exploring additional opportunities for an all-hazard workshop for rural transit

operators in the state working with security consultants to develop and provide an interactive Toolkit on emergency preparedness.

[shorten]

The Department also encourages transit operators to update their emergency preparedness plans, conduct frequent emergency preparedness drills and exercises, and improve coordination and communication among emergency responders and transit operators. Taken as a whole, these activities support and augment the Regional Transit Security Strategies of California's major transit operations.

The transportation infrastructure is one of the critical elements in the National Infrastructure Protection Plan, echoed in California through the Office of Homeland Security. The Department of Transportation is involved in the plans and training aspects of this effort, which relies heavily on the coordinated actions and communication of many federal, state and local partners. This cooperation is the cornerstone of the California Transportation Plan's strategy for enhancing security, as many agencies are involved: port authorities, the California Highway Patrol, transit properties and other local, state and federal agencies.

The California Department of Transportation will also be a participating member of the Government Coordinating Council (GCC). This council is being created to collaborate with the Sector Coordinating Councils (SCC—Private Businesses) on security issues, in accordance with the National Infrastructure Protection Plan and Homeland Security Presidential Directive 7 (HSPD-7). The Governor's Office of Homeland Security is in the process of establishing the membership of both councils, conducting site assessments, and determining the local, regional, and state planning required for the protection of the thirteen sub sectors contained within the Transportation Sector. The goals and priorities are to:

- Identify members for the security coordinating councils mentioned above (GCCs and SCCs)
- Train personnel in the sectors on the Councils on ACAMS (Automated Critical Asset Management System) and security planning
- Conduct critical infrastructure site assessments on transportation facilities in order to identify vulnerabilities and potential consequences statewide
- Continue development of local, regional, and state plan for the security areas of protection, prevention, response, and recovery.

The adopted California Transportation Plan contains strategies to that complement these security plans, primarily through improving communication and coordination with other stakeholders in the security area. The plans described in this augmentation to Goal 4 of the plan deepen the context of that

coordination to demonstrate compliance with the new requirements of SAFETEA-LU.

In addition to these security efforts, there are port security elements within the Goods Movement Action Plan (GMAP). A number of actions have been taken or proposed to address this serious concern, including the Governor's Executive Order in 2006 creating the California Maritime Security Council (CMCS), comprised of top officials from the U.S. Coast Guard, the California Office of Homeland Security (OHS), and other key federal and state agencies. A significant challenge continues to be the fact that the federal government preempts potential state actions in many areas pertaining to port security; so funds to address security needs are very limited. Proposition 1B, passed by the voters in November 2006, will build upon existing efforts at the federal, State, and local level by funding security gaps identified by previously conducted port vulnerability assessments. (Goods Movement Action Plan, January 2007)

Finally, efforts include security elements within the Continuity of Operations Plans/Continuity of Government (COOP/COG). These efforts are focused on securing communications and critical transportation infrastructure—such as California's major seaports, airports, and mass transit systems. Efforts to secure this "critical transportation infrastructure" are complicated and face considerable risk, because the inability to conduct day-to-day operations would have a far-reaching affect on our economy (**see Nathan Smith's fact sheet**).

9. Safety as a standalone planning area.

The Department was a leader in the effort to develop the statewide Strategic Highway Safety Plan (SHSP) to identify safety projects and strategies that address the key safety needs of the State. The California Strategic Highway Safety Plan (SHSP) was adopted on September 26, 2006, and will serve as the stand-alone Safety Element for the CTP 2025 Addendum.

The purpose of developing the SHSP for California was to identify the State's key safety needs and guide investment decisions to achieve significant reductions in fatalities and injuries on all public roads in California.

The most important benefit of a SHSP has been to coordinate statewide goals and safety programs to most effectively reduce highway fatalities and injuries on all public roads. The collaborative process of developing and implementing a State SHSP brought together and drew on the strengths and resources of all safety stakeholders. This will help California and its safety stakeholders better leverage limited resources and work together to achieve common safety goals.

California developed the Strategic Highway Safety Plan with the assistance of about 200 stakeholders, from 80 agencies, who were actively involved in a set of monthly planning sessions. The draft had an opportunity for public comment ending in May, and comments were reviewed for inclusion. Four Stakeholder

Workshops were held, with participants and affiliations shown on the table attached. Much of the detail work has been done in committees such as the Steering Committee and brought back to the Stakeholders for final review. Implementation Teams have been set up for each of the 16 Challenge Areas. These Areas were prioritized by established criteria (i.e., the number of fatalities) chosen by the stakeholders. In general, the principal performance criteria tracked by the SHSP will be the same--total number of fatalities reduced annually.

Progress on the Strategic Highway Safety Plan was gratifying, with a high level of both participation and consensus among the wide range of stakeholder agencies and interests. Data-based goals were generated by analyzing California statistics, with percentage reductions of fatalities generally set at 10%, with a range of 5 to 25% fatality reduction, as shown on the Challenge Area Goals attachment (see Challenge Area Goals in Figure XX).

Now that the SHSP has been adopted, the team that developed the plan has begun developing a detailed Strategic Highway Safety Implementation Plan (SHSIP). The SHSIP (see timelines below) will then establish priorities for the Highway Safety Improvement Program (HSIP).

SAFETEA-LU also established this new core Highway Safety Improvement Program (HSIP) that is structured and funded to make significant progress in reducing highway fatalities on all public roadways. This program provides the majority of the state's funding to support statewide safety-related data collection, infrastructure improvement, and administration of safety programs (under SAFETEA-LU the expected HSIP funding level for California is \$384 million).

When completed in June 2007, the SHSIP will:

- Set out detailed action steps to implement the strategies proposed for each of the 16 Challenge Areas
- Establish who is responsible for each Challenge Area.
- Determine project selection criteria
- Address how to fund and finance the projects that will flow from the SHSP
- Establish statewide safety project evaluation criteria
- Establish a process for tracking progress against the SHSP goals (see challenges and goals below).

California is doing well in developing a strategic plan based upon performance factors, and projects in the future may be funded from the priorities established through the process. The approved SHSP is incorporated by reference in the California Transportation Plan.

Figure XX:

“Challenge Area Goals” in the adopted SHSP

Challenge 1: Reduce Impaired Driving Related Fatalities

Goal: By 2010, reduce the number of roadway user fatalities attributed to alcohol and drug use by 15 percent from their 2004 level.

Challenge 2: Reduce the Occurrence and Consequence of Leaving the Roadway and Head-on Collisions

Goal: By 2010, reduce the number of fatalities attributed to vehicles leaving the roadway by 15 percent from their 2004 level.

Challenge 3: Ensure Drivers are Licensed and Competent

Goal: By 2010, reduce the number of fatalities attributed to drivers with no license, invalid license, or not licensed for class of vehicle by 15 percent from their 2004 level.

Challenge 4: Increase Use of Safety Belts and Child Safety Seats

Goal: By 2010, increase statewide safety belt usage from the 2005 level of 92.5 percent to 95 percent, improve the use of child safety seats from 2005 level of 86.9 percent to 90.0 percent, and increase the percent of all vehicle occupant fatalities that are restrained to 70 percent - this is an indicator of higher total “observational” vehicle occupant restraint use, because a higher percentage of vehicle occupant fatalities that are restrained means that a higher percentage of total vehicle occupants are restrained.

Challenge 5: Improve Driver Decisions about Rights of Way and Turning

Goal: By 2010, reduce the number of fatalities attributed to improper rights of way and turning decisions by 10 percent from their 2004 level.

Challenge 6: Reduce Young Driver Fatalities

Goal: By 2010, reduce the number of fatalities attributed to drivers age 15 – 20 by 15 percent from their 2004 level.

Challenge 7: Improve Intersection and Interchange Safety for Roadway Users

Goal: By 2010, reduce the number of intersection crash fatalities by 15 percent from their 2004 level.

Challenge 8: Make Walking and Street Crossing Safer

Goal: By 2010, reduce the number of pedestrian fatalities attributed to vehicle collisions by 25 percent from their 2000 level

Challenge 9: Improve Safety for Older Roadway Users

Goal: By 2010, reduce the number of fatalities attributed to drivers age 65 and older by 10 percent from their 2004 level.

Challenge 10: Reduce Speeding and Aggressive Driving

Goal: By 2010, reduce the number of fatalities attributed to speeding and other forms of aggressive driving by 15 percent from their 2004 level.

Challenge 11: Improve Commercial Vehicle Safety

Goal: By 2010, reduce the number of commercial vehicle crash fatalities by 10 percent from their 2004 level.

Challenge 12: Improve Motorcycle Safety

Goal: By 2010, decrease the number of motorcycle rider fatalities by 10 percent

from their 2004 level.

Challenge 13: Improve Bicycling Safety

Goal: By 2010, reduce the number of bicycle roadway fatalities by 25 percent from their 2000 level.

Challenge 14: Enhance Work Zone Safety

Goal: By 2010, reduce work zone fatalities by 10 percent from their 2004 level.

Challenge 15: Improve Post Crash Survivability

Goal: By 2010, reduce crash-related fatalities in California at least 5 percent from their 2004 level through focused improvements in Emergency Medical Services (EMS) system communications, response and safety education.

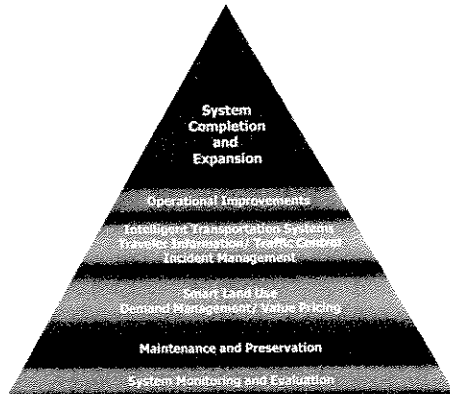
Challenge 16: Improve Safety Data Collection, Access, and Analysis

Goal: Improve the quality, timeliness, accessibility, and usefulness of traffic safety data.

10. Include operations and management strategies. SAFETEA-LU directs that the long-range statewide transportation plan include operations and management strategies, investments, procedures and other measures to ensure the preservation and most efficient use of the existing transportation system. One of the Goals of the current CTP is to preserve and maintain the transportation system; the “complete transportation system” component of the Governor's Strategic Growth Plan (SGP) depicted below is California's opportunity to implement that goal.

The Transportation Management System (TMS) Master Plan concepts guided the early development of the pyramid below. The SGP is based on a key premise that investments in mobility throughout the system yield significant improvements in congestion relief. This pyramid outlines the strategies to be used to achieve the outcome of reduced congestion. The Pyramid's complete system approach is fully dependent on Planning's ability to create a collaborative working environment and promote a comprehensive methodology.

The base of the pyramid is as important as the apex. System monitoring and preservation are the basic foundation upon which the other strategies are built. System expansion and completion will provide the desired mobility benefits to the extent that investments in and implementation of the strategies below it establish a solid platform.



The Department, with the MPOs, will prepare Corridor Management Plans (CMP) to support the strategies for this complete system approach. The CMP provides a multi-disciplinary and multi-function approach through all stages of plan development including: representatives from traffic operations, planning, and maintenance; other functions such as design, program-project management, and environmental; and regional agencies, congestion management agencies and modal operators.

The final plans will ultimately be a comprehensive guide for managing, operating and improving the corridor among all the partners, and the basis for prioritizing improvement timing and resources. The Department will use the plans to assess

current performance, identify casual factors for congestion, and based on testing of alternative improvement scenarios (typically through micro or macro-simulation) propose the best mix of improvements, strategies and actions to restore throughput, improve travel times, reliability, safety, and preserve the corridor.

The CMP supports the SAFETEA-LU provisions for increased emphasis on system and corridor management and performance measurement in metropolitan transportation plans as well as for real-time traveler information. The California Transportation Commission (CTC) will require a corridor management plans on all corridors for which improvements are submitted for Corridor Mobility Improvement Account Program (CMIA) funding under the Strategic Growth Plan.

11. Include pedestrian walkways and bicycle facilities. SAFETEA-LU required a new project element to be specifically included (pedestrian walkways and bicycle transportation facilities). These are requirements that were also addressed in the recently adopted California SHSP. Two of the 16 Challenge Areas within the SHSP address walking and bicycling transportation; a third identifies the data collection requirements to support these and other transportation modes. More importantly, the Department is developing a separate, stand-alone Bicycling and Walking Addendum to the CTP, and expects to begin this effort before the end of 2007.

12. Consultation with non-metropolitan local officials and Tribal governments in the development of the long-range statewide transportation plan and STIP. SAFETEA-LU reaffirmed the consultation with the RTPAs and Tribal Governments to ensure that the rural issues and tribal issues were addressed. This provides an opportunity to address the Rural Issues and Tribal Government consultation issues in this Addendum, and to commit to resolving the tougher issues in the next full CTP update scheduled in 2008.

- Addressing Rural Issues: While the current CTP 2025 addressed these issues, this Addendum reaffirms the importance of the Interregional Road System (IRRS) to the rural counties as the backbone for the rural transportation system; emphasizes importance of Focus Routes and High Emphasis Routes for goods movement; emphasizes the importance of the East/West connector routes—as their connection to economic prosperity.
- Addressing the Tribal Government consultation issues: While the Tribal Governments will be partners in consultation efforts to compare plans, maps, and inventories of natural or historic resources, the Department will continue to enhance ongoing consultation efforts with Tribal Governments. Part of that effort will include their feedback at the following opportunities: consulting with them at the Native American Advisory Council in Woodland on Feb 21, 2007;

and, in follow-on regional consultations with Tribal Governments in the north, central, and south regions in March 2007.

13. Other SAFETEA-LU Opportunities

A. Coordinated Transportation Plans, Mass Transportation. Coordination of transit and paratransit service has received a new emphasis with SAFETEA-LU. Receipt of funding for three new specific transit programs is keyed to having a locally developed, coordinated public transit-human service transportation plan.

B. Rail Plan Update. The California State Rail Plan was approved in late 2005, and highlights some significant problems with maintaining and expanding the rail infrastructure to meet burgeoning cargo flows into the State. SAFETEA-LU has important changes that may provide credit mechanisms to allow railroads to build for the future.

C. Goods Movement Action Plan. The Goods Movement Action Plan (GMAP) is a key element of a Strategic Growth Plan. It involves inventorying existing and proposed improvement projects in goods movement, establishing four "port to border" goods movement corridors, identifying environmental and community impacts of projects together with mitigation strategies, and cataloging public safety and homeland security issues. The timing, sequencing and funding of corridor expansion projects will be addressed. Funding issues are challenging, but aided by the Administration's recognizing the importance of rail and acting to include rail improvements in a proposed bond issue for state infrastructure financing.

State policy is to identify environmental impacts for goods movement improvement projects, and implement the mitigations concurrently with the projects. San Pedro Bay Ports are key economic engines and will need to expand, but they are also one of the largest contributors to poor air quality. Strong mitigation will be needed if improvements are to be made to meet the growing international trade.

The California State Rail Plan and Goods Movement Action Plan help chart policy for the state, and are incorporated by reference into the California Transportation Plan.

D. Long Range Planning Horizon. The California Transportation Plan is committed to have the best planning information available to help with decision-making. The planning horizon for a long-range transportation plan is twenty or more years, although many of the data projections for trends are from documents that did not go beyond 2025. The solution for this dilemma is

to extend the California Transportation Plan horizon to 2030, and to update data and plans to incorporate any available new data.

The vision, goals and strategies were reviewed prior to the final approval process, and sections were added such as *Go California* to reflect current visions of the future. This required little change in the basic goals, policies and strategies, which are now considered appropriate for a 2030 planning horizon.

The attached data show projections out to the new 2030 planning horizon and beyond. Where no new data exists, 2025 data will be retained in the 2030 California Transportation Plan. The next update cycle will use, if resources allow, a study specifically constructed to generate the most useful growth, travel and demographic data for the new planning span.

[Placeholder: Add any new projections we have on traffic, transit use or other significant factor through 2030]

Older Drivers at a Crossroads

Today, 35 million people-13 percent of the U.S. population-are 65 and older, and more than half of them have radiological evidence of osteoarthritis in at least one joint. By 2030, an estimated 20 percent of Americans-about 70 million people-will have passed their 65th birthday...<http://www.tfhr.gov/pubrds/07jan/02.htm>

