

## CTP 2040 Frequently Asked Questions (FAQ)

### What is the CTP?

The CTP is a statewide, long-range transportation policy plan designed to meet California's future mobility needs and reduce greenhouse gas (GHG) emissions. The plan envisions a fully integrated, multimodal, sustainable transportation system that supports economic vitality, protects natural resources, promotes the health and well-being of all Californians, and meets people's needs equitably.

### What is the purpose of the CTP?

The purpose of the CTP is to provide a common policy framework that will guide transportation investments and decisions by all levels of government, the private sector, and key transportation stakeholders. Through this policy framework, and by using newly created modeling tools, the CTP identifies the statewide, sustainable and integrated multimodal transportation system needed to achieve maximum feasible GHG emission reductions while meeting the State's transportation needs.

### How will the CTP 2040 be used after it is completed?

The CTP will help guide transportation-related decisions and encourage transportation policy, programs, and investments at all levels of government and the private sector to achieve a fully integrated, multimodal, and sustainable transportation system that encourages economic growth, protects our natural resources, promotes the health and well-being of all Californians, and meets people's needs equitably.

### How often does Caltrans update the CTP?

Federal regulations require state DOTs to continually evaluate, revise, and periodically update long-range statewide transportation plans; however, federal regulations do not specify the frequency. California law requires the state to update the CTP by December 31, 2015, and every five years thereafter, which lends itself to consider and incorporate up-to-date technologies and tools in the transportation sector, new planning related laws, regulations and policies, and existing, emerging and forecasted transportation related trends, challenges, and opportunities.

### If the CTP provides a 20-year minimum planning horizon, why update it every five years?

Caltrans prepares the CTP in response to federal and state laws and is required to update the plan every five years with a minimum 20-year planning horizon to ensure that it accurately reflects the changing conditions of state's transportation system and mobility needs.

### Is it practical to have such a long-range outlook for a plan?

Federal laws and regulations require State DOTs to plan for a minimum 20-year horizon. This is to encourage long-term planning to forecast long-term needs to ensure issues such as land use, economic development, environment (natural, human, and cultural), traffic demand, public safety, health, social needs, air quality conformity, and sustainability are addressed. Furthermore, the CTP update occurs every five years, which lends itself to consider and incorporate up-to-date technologies, new laws, regulations and policies, and current transportation related trends and challenges.

### How does the CTP affect me?

The CTP 2040 reviews the current condition and future needs of the transportation system and provides guidance for transportation-related planning and investment decisions that may affect your community. The CTP 2040 considers all relevant modes of transportation at a statewide level including pedestrians, bicyclists, motorist, transit users, and freight shippers. Whether your primary choice of travel is walking, bicycling, riding public transit, or driving you interact with the transportation system. If a specific transportation project or improvement is important to you – including a pedestrian or bicycle facility, a transit route, or a particular road improvement – you need to be involved and voice your opinion.

## **Why do we need transportation planning?**

We articulate a long-term vision for California's transportation system and implement statewide transportation policy through partnerships with State, regional, and local agencies. Our Division provides quality Planning Products, Services, and Information to support and guide transportation investment decisions.

Transportation planning supports the economic vitality for the state by increasing available options and enhancing the integration and connectivity of the transportation system, across and between modes, for people and freight. Transportation planning is more than merely listing highway and transit capital investments. It requires developing strategies for operating, managing, maintaining, and financing the area's transportation system to advance the area's long-term goals. An efficient transportation system can improve the economy, shape development patterns, and influence quality of life and the natural environment.

## **Why do we need a long-range transportation Plan?**

Federal and State law require states to develop a long-range transportation plan with a minimum 20-year planning horizon that promotes the safe and efficient management, operation and development of the transportation system that serves the multimodal mobility needs of people and freight.

## **How does the California Transportation Plan relate to the Sustainable Communities Strategy (SCS) of SB 391, and the region's SB 375 Regional Transportation Plans (RTPs) and SCSs?**

Similar to requirements for regional transportation plans under SB 375 (Steinberg, 2008); SB 391 (Liu, 2009) requires the State's long-range transportation plan to meet California's climate change goals under Assembly Bill (AB) 32. As a result, the CTP 2040 builds on the RTPs and SCSs developed by MPOs and the transportation and land use visions developed by rural RTPAs to identify the statewide, integrated multimodal transportation system necessary to achieve the State's GHG emission targets.

- Senate Bill 375 – Passed in September 2008, SB 375 requires GHG targets to be set and Sustainable Communities Strategies to be developed through Metropolitan Planning Organizations' Regional Transportation Plans under an integrated land use and transportation planning framework.
- Senate Bill 391 – Passed in 2009, SB 391 requires Caltrans to update the California Transportation Plan (CTP) to address how the State will achieve "maximum feasible emissions reductions" consistent with AB 32 and Executive Order S-3-05. The first CTP update will occur December 31, 2015, and updated every five years thereafter.

## **Who approves the California Transportation Plan?**

California law requires the Governor, or the Governor's designee, to adopt the plan and submit the plan to the Legislature and the Secretary of the United States Department of Transportation.

## **When was the adoption of the last CTP?**

Developing a statewide long-range transportation plan is an ongoing effort. The legacy of the CTP includes the December 1993 adoption of the *1993 California Transportation Plan*, which evolved into the August 1998 update of the *1998 California Transportation Plan Statewide Goods Movement Strategy*. The adoption of the *CTP 2025* occurred in April 2006, and an update occurred in October 2007 with the *CTP 2030 Addendum* that addressed new federal requirements for statewide planning. The *CTP 2040* was initiated in early 2010 with the development of the *California Interregional Blueprint (CIB)* in response to SB 391 (Liu, 2009), which provided the foundation for the development of the *CTP 2040*. Approval of the *CTP 2040* will occur in December 2015.

## **What is the schedule for developing the California Transportation Plan?**

The initiation of the CTP 2040 began in early 2010 with the development of the California Interregional Blueprint (CIB) in response to SB 391 (Liu, 2009), which was founded on the Regional Transportation Plans (RTP), Sustainable Communities Strategies (SCS), and Alternative Planning Strategies (APS) prepared pursuant to SB 375 (Steinberg, 2008). Approval of the CTP 2040 will conclude in December 2015.

### **What are Greenhouse Gas (GHG) emissions?**

Gases that trap heat in the atmosphere are called greenhouse gases. Laws and regulations encourage State DOTs to consider strategies to integrate land use and transportation planning to reduce greenhouse gas emissions. The CTP has specific goals that support GHG reduction strategies with the aim of reducing emissions to 1990 levels by 2020, and then an 80% reduction below 1990 levels by 2050.

California's major initiatives for reducing GHG emissions are outlined in 2005 Executive Order S-3-05, Assembly Bill 32 (2006), Senate Bill 375 (2008), and Senate Bill 391(2009).

### **What happens if Caltrans cannot meet its GHG emissions targets?**

If the CTP cannot meet the state's mandated GHG reduction targets, Alternative Planning Scenarios will be prepared to show applicable transportation measures or policies to reduce GHG emissions.

### **How does the CTP relate to regional transportation planning documents?**

Federal and state regulations require Metropolitan Planning Organization (MPOs) and Regional Transportation Planning Agencies (RTPAs) to develop long-range, multi-modal transportation plans for their jurisdictions referred to as Regional Transportation Plans (RTPs). Similar to the CTP, the RTP provides a vision of the regional transportation goals, policies, objectives and strategies. Unlike the CTP, the RTP includes a list of projects to meet identified local and regional transportation needs.

RTP guidelines specify that RTPs should be consistent with and implement the vision and goals of the CTP. Conversely, the CTP considers the content of the RTPs, and collaborates with all levels of governmental agencies, tribal governments, transportation providers, stakeholders and the public to develop the CTP.

### **Why are projects not included in the CTP?**

There are two primary reasons why the CTP does not contain specific projects. First, as defined by State statute (Cal. Gov't. Code § 65072), the CTP shall not be project specific. Secondly, RTPs developed by MPOs and RTPAs, and the Interregional Transportation Strategic Plan (ITSP) developed by Caltrans include transportation projects consistent with the vision of the CTP.

### **Why is there no environmental document with the CTP?**

The CTP is not project specific; rather, it is a policy document that provides a vision with a set of supporting goals, policies, and strategies to help guide future transportation-related decisions and investments over the next 25-years to achieve the plan's broad system concepts, strategies and performance objectives. Therefore, there is no action required under CEQA or NEPA.

### **With California being a very diverse State, does Caltrans understand regional differences?**

Caltrans recognizes that California's regions have unique needs and priorities, which is why Metropolitan Planning Organizations (MPO) in urbanized areas and Regional Transportation Planning Agencies (RTPA) in rural areas develop their own Regional Transportation Plan. The CTP represents an important step toward integrating regional transportation plans with a statewide plan to ensure that the CTP reflects the strategies needed to achieve a fully integrated, multimodal and sustainable transportation system in California.

### **How are tribal, regional, and local governments and other organizations involved in the CTP planning process?**

Development of the CTP includes an open and collaborative planning process directed by a policy and technical advisory committee comprised of transportation planning professionals representing various government agencies including regional and local entities, tribal governments, and advocacy organizations. The committees serve in an advisory capacity and provide guidance, recommendations, and necessary approvals throughout the CTP 2040 planning process. In addition, Caltrans offers early and continuous involvement opportunities for engaging tribal, regional and local governments, and advocacy organizations in the CTP planning process that can influence their neighborhoods and communities.

## **What sources were included as part of the CTP 2040 update?**

Caltrans is preparing the CTP to articulate the State's vision of an integrated, multimodal and sustainable transportation system that integrates regional transportation plans, Sustainable Community Strategies, and land use visions. The CTP 2040 will integrate statewide long-range modal plans and Caltrans sponsored programs with the latest technology and modeling tools to analyze future scenarios, policies and strategies.

### Modal Plans:

- California Bicycle & Pedestrian Plan (In Progress)
- California Aviation System Plan
- California Freight Mobility Plan
- California State Rail Plan
- Interregional Transportation Strategic Plan
- Statewide Transit Strategic Plan

### Caltrans Sponsored Programs:

- Caltrans Climate Action Program
- Complete Streets
- Early Consideration of Environmental Issues
- Regional Advance Mitigation Planning
- Regional Blueprint Planning
- Smart Mobility Framework

### New Technologies and Tools:

- CTP Modeling & Policy Scenario Development
- Geographic Information System Data (GIS)
- PlanWorks

## **What is active transportation?**

Active transportation (a.k.a. non-motorized transportation) refers to any form of human-powered transportation, primarily walking and bicycling. Similar in concept to motorized transportation networks that provide connectivity between destinations via an interconnected system of transportation routes, active transportation networks provide connectivity for walking and bicycling.

## **What is Freight Movement?**

Freight movement is the transportation of goods by air, rail, road and water that connects California with the local, regional and global markets. Creating a transportation network that is supportive of freight movement is important to the sustainability of our economy and quality of life.

## **What are some of the transportation trends and challenges facing California?**

Some of the major trends and challenges influencing the transportation system today and over the next 25 years include demographics, economic prosperity, transportation funding, climate change and GHG reductions, freight mobility, sustainability in tribal rural and small town communities, public health, housing and land use, and fuel, energy and technology.

## **What does multimodal mean?**

A mode refers to different types or methods of travel such as bicycles, cars, buses, planes, boats, trains and walking. Multimodal refers to the integration of modes on a given facility or within a given region. For long-

range transportation planning purposes, this generally means developing and maintaining a transportation system that relies on a variety of modes to move people, goods and information as efficiently as possible.

### **What is car sharing?**

Car sharing refers to a car rental program where people rent cars for short periods, often by the hour, and only pay for their usage. Car sharing locations may include transit stations, activity centers, and downtowns.

### **What is shared-use mobility and what are the benefits?**

Shared-use mobility is transportation services shared among users such as public transit (buses and trains) bikesharing, carsharing, ridesharing (vanpools and carpools), and regional/local shuttle services. The economic and social benefits of shared-use mobility can help reduce VMT and emissions as well as car ownership rates and household transportation costs. Shared mobility can also provide better linkages through multi-modal connections and technologies to encourage greater use of transit and help improve users' health by encouraging biking, walking and other forms of active transportation.

### **Will the CTP affect voter approved sales tax measures?**

State budget shortfalls in recent years from the state sales tax on gasoline and transportation bonding authority are a growing concern. The expanding inability to rely on state revenue sources for transportation projects and programs could propose legislation to impose, upon approval of the voters, a sales tax or user-fee tax for the implementation of transportation projects and programs for a period and rate determined by the Legislature.

### **Some claim that the CTP 2040 is part of an ill-intended global agenda to force lifestyle changes — is this true?**

Caltrans has strived to make the CTP 2040 a plan for all Californians, not just for Caltrans. The CTP 2040 is part of a larger effort to bring transparency to the transportation planning process by engaging and listening to the public to ensure the plan considers community needs. As a result, the CTP 2040 is a collaborative effort that addresses the true realization of future challenges and the need for more transportation options, as well as lifestyle options to conserve our natural and cultural resources. Therefore, by being involved and sharing your ideas, you can influence the content of the final plan and, ultimately, decisions on how transportation dollars are invested.

### **Who is involved in developing the CTP?**

Caltrans is the lead agency responsible for developing and maintaining the CTP. In addition to Caltrans staff, a Policy and Technical Advisory Committee comprised of a diverse group of representative from around the state provides guidance, recommendations, and necessary approvals throughout the CTP planning process. The Policy Advisory Committee is responsible for developing the goals, policies and strategies to achieve our common vision for the CTP, while the Technical Advisory Committee provides technical assistance based on travel demand-forecasting models used to evaluate transportation and land use scenarios and policies. In addition, SB 391 (Liu, 2009), requires Caltrans to consult and coordinate with various governmental agencies, commissions, planning agencies, and public transit operators during the preparation of the CTP. While some of these organizations serve on the committees, others are available to review and comment on the plan. Moreover, federal and state law requires an opportunity for input by the public. The Governor or the Governor's designee approves the CTP.

### **Why should businesses care about the Statewide Transportation Plan?**

Transportation plays an instrumental role in the daily life of all California's' and within the business community. The state's transportation system provides mobility, access, and connections for reaching people, goods, services, activities and information. Planning and investing in a safe and efficient transportation system will boost economic activity that can effectively increase the state's competitiveness within the U.S. and globally, generate business opportunities, creates jobs, raise property values, and increases tax revenues.

### **How has Caltrans involved Californians in the development of the Statewide Transportation Plan?**

Caltrans is committed to reach a broad spectrum of the public by using diverse outreach tools and techniques to involve the public in the transportation planning decision-making process. As the public engagement process progresses, public participation may include an interactive and user-friendly website, email blasts, focus groups, regional workshops, tribal listening sessions, webinars, stakeholder and community group presentations, connecting with trusted community leaders, mainstream and ethnic media outreach, surveys, printed materials, videos, and social media (e.g., Twitter, Facebook).

### **What is Caltrans doing to publicize opportunities to comment on the CTP update?**

Engagement is a vital component of the CTP planning process. As a result, Caltrans is undertaking an extensive public engagement program in the development of the CTP 2040. Outreach methods, techniques, and activities for informing the public and soliciting comments include:

- Interactive Website
- Event calendar of public outreach activities
- Social Media (e.g., Facebook, Twitter)
- Surveys
- Public Review and comment periods
- Regional Workshops & Summits
- Focus Groups
- Tribal Listening Sessions and Consultation
- Stakeholder and community presentation
- Connecting with trusted community leaders
- Public and Tribal Webinars
- Email Blasts
- News Releases distributed through newspaper ads, public notices, radio, and T.V.
- News Letters
- Printed Materials (Factsheets, flyers, handbills, etc.)
- Public Service Announcements (T.V. & Radio)
- Ethnic media

In addition, on an as-needed basis, Caltrans provides language assistance to participants whose first language is other than English, documents in alternate formats for those with sensory disabilities, and offers disability assistance at workshops. Caltrans also strives to make workshops and focus groups as open to as many people as possible by choosing easily accessible locations that are close to public transit, have ample parking for vehicles and bicycles, ADA accessible, and accommodate nontraditional work schedules.

### **How are you involving residents in low-income communities and underserved communities?**

Caltrans strives to reach a broad spectrum of the public by using diverse outreach tools and techniques that target traditionally underserved populations. Effective strategies aimed at minority and low-income communities include actively engaging members at community gathering places, advertising in ethnic media, providing outreach materials at transit facilities, and communicating through trusted community leaders. Caltrans also solicits input on the CTP through websites, email lists, and meetings sponsored by community-based organizations that represent traditionally underserved populations.

Another approach toward reaching traditionally underserved groups is to build upon existing Caltrans outreach efforts. For example, the Environmental Justice grants program, which is traceable back to the Title VI of the Civil Rights Act of 1964, promotes the direct involvement of low income, minority, and Native American communities. Many of these groups have websites, email lists, and meetings that provide opportunities to solicit input on the CTP.

### **Are my comments and input really considered?**

Yes. Gathering public input is a vital component in the development of the CTP. Caltrans staff collects, analyzes, and summarizes all comments and responses throughout the CTP planning process. The information and ideas help refine the plan to ensure it reflects community values and interests.

### **How can I receive more information?**

For more information about the CTP 2040, please visit the CTP 2040 website periodically for updates at [www.californiatravelplan.org](http://www.californiatravelplan.org) or submit your comments via email to [CTP2040@dot.ca.gov](mailto:CTP2040@dot.ca.gov).

### **How can I get involved?**

Caltrans supports the public participation process and wants to get as many citizens involved in the CTP planning process as possible. As the public engagement process progresses, a schedule of public participation activities will be posted on the Caltrans CTP website. Outreach methods and techniques include public participation website, focus groups, printed materials, new releases, public service announcements, regional workshops, presentations to local or statewide stakeholder groups, surveys, and innovative outreach such as public webinars, social media (e.g., Twitter, Facebook), event calendars, email blasts, and web posted videos.

This website provides multiple avenues for interacting such as comment forms, email, study material updates, fact sheets, informational handouts, survey questions, Twitter (<https://mobile.twitter.com/CaltransHQ>) and, Facebook (<http://www.facebook.com/CaltransHQ>)