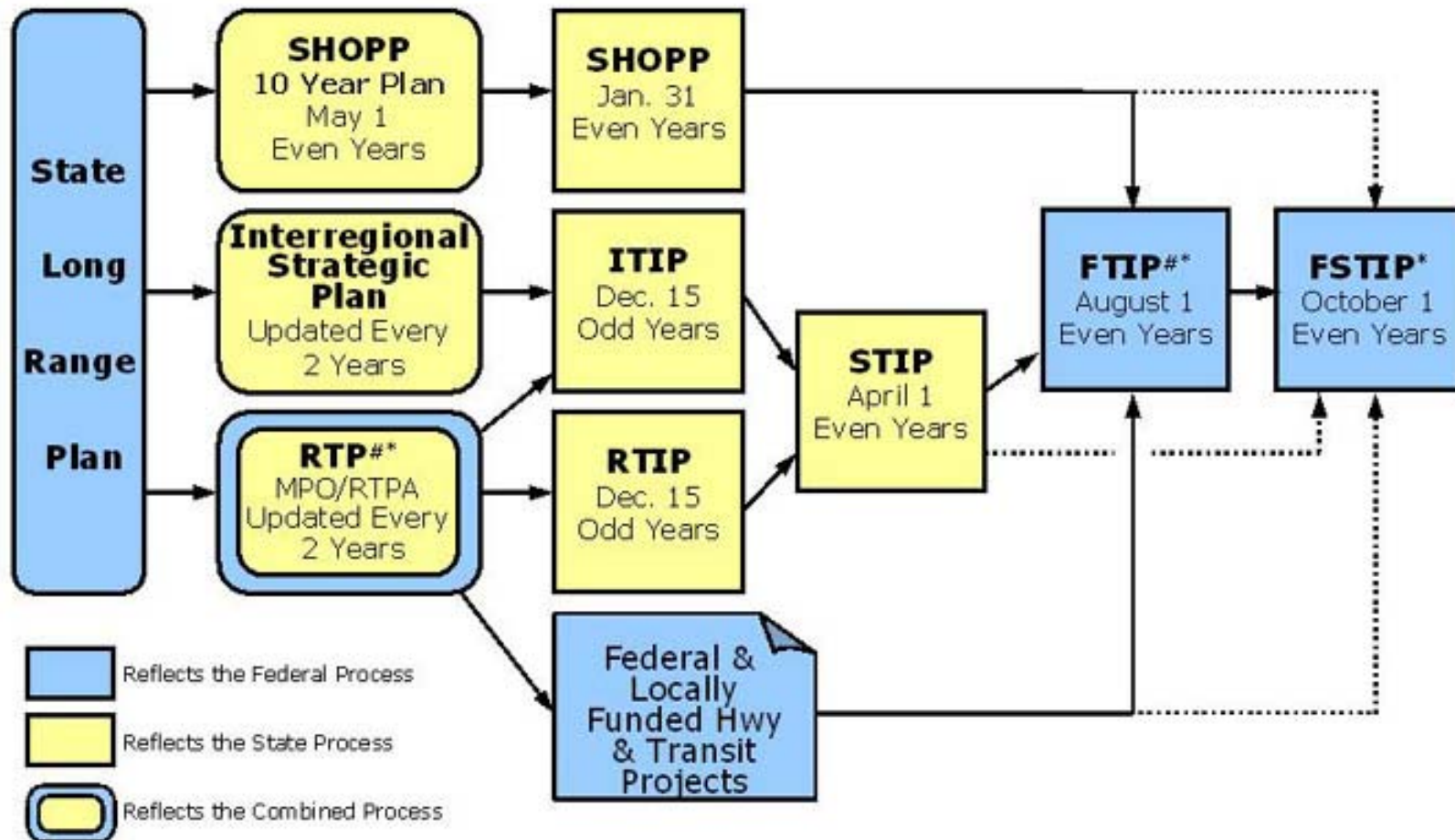


HOW CALTRANS DOES PLANNING

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FEDERAL/STATE PLANNING & PROGRAMMING PROCESS



..... Rural non-MPO Projects not subject to an MPO FTIP

Indicates the point of an MPO's own Conformity Finding

* Indicates FHWA/FTA Conformity Finding

Figure - I

STIP PROCESS

- ◆ Biennial/adopted no later than April 1 of each even numbered year
- ◆ 5 year period, add 2 new years of programming capacity
 - Projects carried forward from previous STIP + new projects, reserves from regional agencies in regional transportation improvement programs (RTIPs) and by Caltrans in its interregional transportation improvement program (ITIP).
- ◆ Two broad programs, the regional program (RTIP) funded from 75% of new STIP funding and the interregional program (ITIP) funded from 25% of new STIP funding.

Introduction

- ◆ Why we “do planning”?
- ◆ What kinds of “plans” do we have?
- ◆ Who are our partners?
- ◆ How long does it take us to plan?
 - Are we ever finished “planning”?



AAPA

Why Do We “Do Planning”?

- ◆ Because we have to
 - SAFETEA LU requires that all states prepare a statewide transportation plan—Section 6000
 - Caltrans plan is called the California Transportation Plan
 - For decades, the federal government has required that states engage in “comprehensive, coordinated, continuing” planning as a condition of receiving federal funds
- ◆ Because we want to
 - Good planning=good projects

Why--continued

- ◆ There are other initiatives that Caltrans is pursuing:
 - The “Blueprint” planning effort is statewide, comprehensive and innovative
 - Its goals:
 - Linking land use, transportation, housing, environment, economic development, equity
 - These goals are reflective of the goals of the Goods Movement Action Plan

What kinds of plans do we have?

◆ STIP=State Transportation Improvement Plan

- It's the "big stuff"—what we need to do to manage our system for maximum efficiency
 - ◆ ITIP=Interregional Transportation Program

◆ SIP=State Implementation Plan

- How we will develop our transportation system while at the same time improving air quality

Kinds of plans-continued

◆ Other kinds of plans

■ State Rail Plan

- ◆ A snapshot of the current rail system—passenger and freight (required by the legislature, but we would do it anyway)

■ California Transportation Plan

- ◆ It's our vision for the next 20 years—it is multimodal, not project specific, and includes goals, strategies and actions.
- ◆ It is updated regularly—the next full update will begin in 2009

Who Are Our Partners?

◆ In a word: everyone

- Other public agencies
- Community groups
- Native American Tribal Governments
- Private sector
- Folks we probably don't know about yet, but should get to know better

◆ Why?

- Because we do better planning when we talk to more folks—but it's harder and takes more time

Partners?

- ◆ Since SB 45, Caltrans has only 25% of the funds to build the “ITIP”—this means we have to collaborate, build coalitions, look for opportunities
- ◆ SANDAG is one of our many partners—others are MTC in the Bay Area, SCAG in the LA Basin, and many smaller planning agencies throughout the State

How Long Does It Take?

- ◆ Depends on who you ask
 - We'd like things to go faster, consistent with good planning practice
 - Others think we go too fast, and "ramrod" projects down people's throats
 - Others think we are much too slow, and interfere with economic growth and prosperity

Planning and Project Development

- ◆ A Caltrans project goes through a number of “steps”
 - From the concept—Route Concept Reports, to
 - “Project Initiation Documents”, or “PIDs”, to
 - The dreaded “Environmental Document”, to
 - “RTL”—“Ready to List”

How Does Freight Fit In?

- ◆ Historically, Caltrans said “we don’t do freight—the private sector does freight”
- ◆ Now, we have recognized that “freight” is a part of the system—we have made a sea change in our thinking and in the kinds of projects we are planning

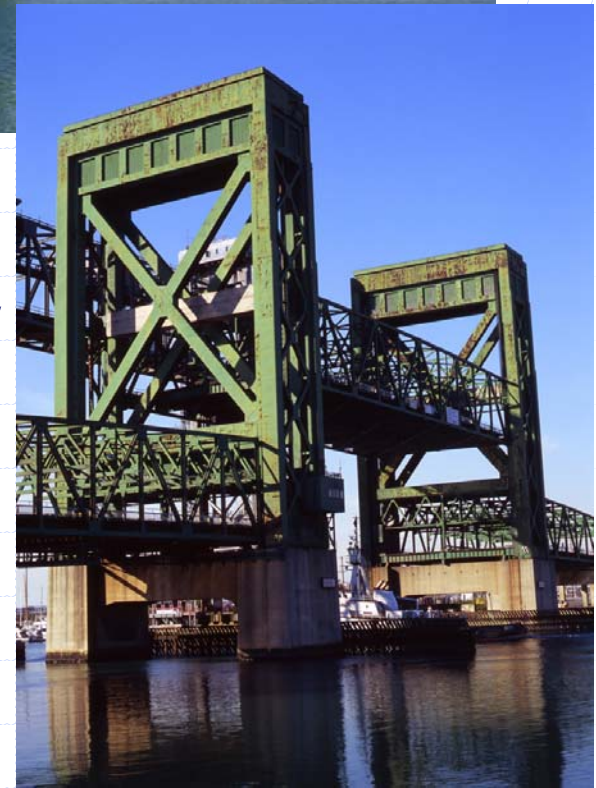
The Freight Connection

- ◆ The Goods Movement Action Plan (GMAP) isn't a "project plan"
 - But it has a list of projects that need to be delivered to begin to improve the freight transportation system
 - The CTC is currently considering 84 projects (primarily highway, but not exclusively) that have been submitted regional agencies, local governments and Caltrans
 - All of the projects need to be ready to start construction by 2013.

Gerald Desmond Bridge Replacement



- Insufficient traffic capacity (existing 4 lanes)
- 6 lanes with shoulders required
- Insufficient vertical clearance
- Estimated cost: \$800 million



Heim Bridge Replacement SR-47 Port Access Expressway

- Insufficient traffic capacity
- Insufficient vertical clearance
- Estimated cost: \$557 million

On- and Off-Port Infrastructure Improvements: \$20.36 Billion in Needed Projects

- San Pedro Bay Ports Area



Heim/Schuyler
bridges

- Port of Oakland Area



Truck
Access

- California's
Smaller Ports



Dredging

On- and Off-Port Infrastructure Improvements: \$20.36 Billion in Needed Projects

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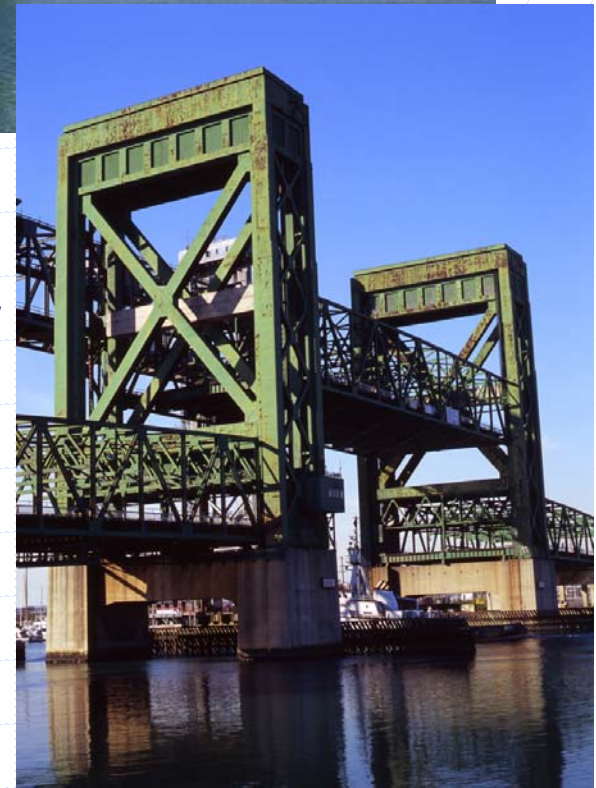


Truck
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Dredging



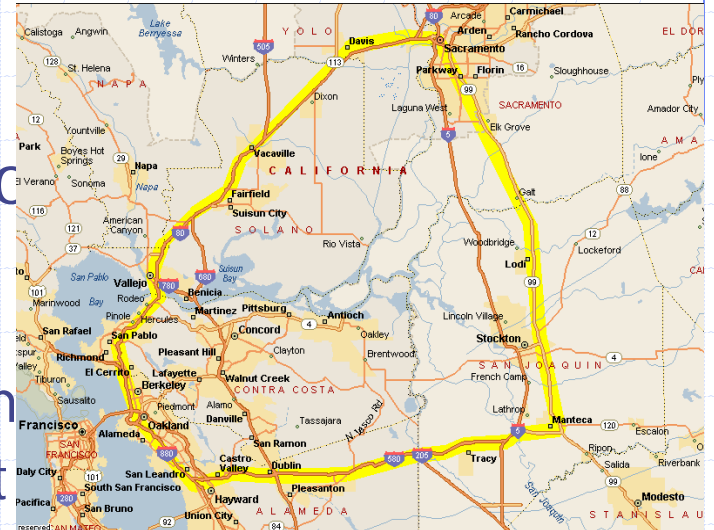
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Emerging Freight Themes for the Bay Area

◆ Shift of truck-intensive uses (e.g. warehousing, distribution facilities) to Central Valley

- Impacts on I-580 – primary access to the interstate system
- Available rail capacity for short haul options



◆ Air cargo is fastest growing freight mode

- Bay Area has been a leading air cargo market in CA – critical to regional high tech and perishable food industries



ERP Emission Reduction Strategies

◆ Key strategies include:

- On-shore power for docked ships (“cold ironing”);
- Emission reduction programs for commercial harbor craft and cargo handling equipment;
- Truck modernization programs and idling controls;



ERP Emission Reduction Strategies

◆ Key strategies (continued)

- Alternative locomotive technology and idling limits; and
- Alternative fuels and electrification – ships, cargo handling equipment, trucks, locomotives.



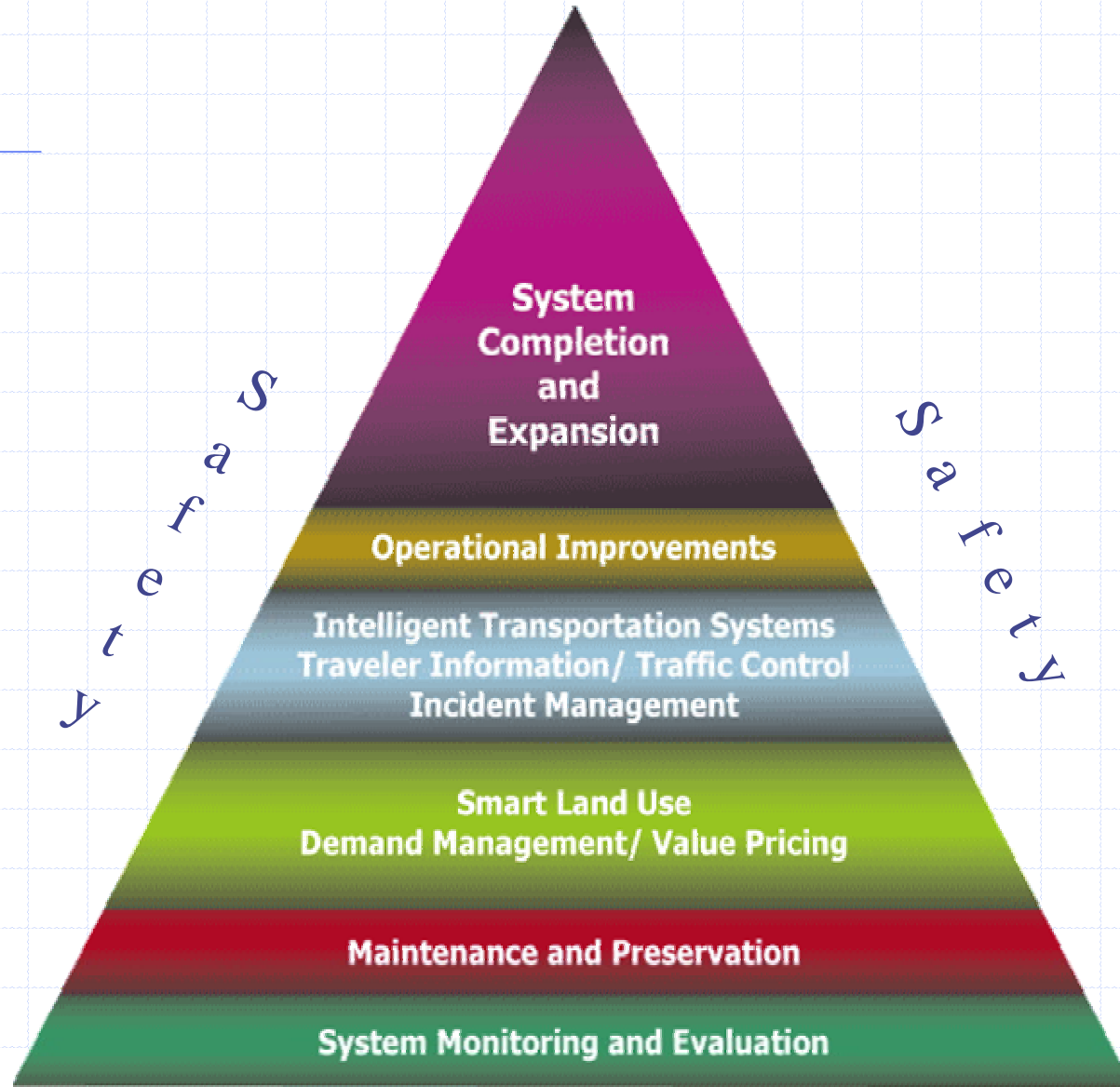
- ◆ Mitigation cost: At a minimum \$6 to \$10 billion.
- ◆ Mitigation benefit: \$3-8 for each \$1 spent on controls.

AASHTO Freight Proposition

- The federal government should be responsible for “national” investment requirements related to trade agreements, ports, border crossings, and major national freight transportation corridors.



MOBILITY PYRAMID PARADIGM



Safety

Conclusion

- ◆ Caltrans has a complex planning process—sometimes it looks pretty scary, sometimes it takes too long—but the goal is always to “Improve Mobility Across California”—working with our partners, in planning and in project delivery, we will “make it so”.