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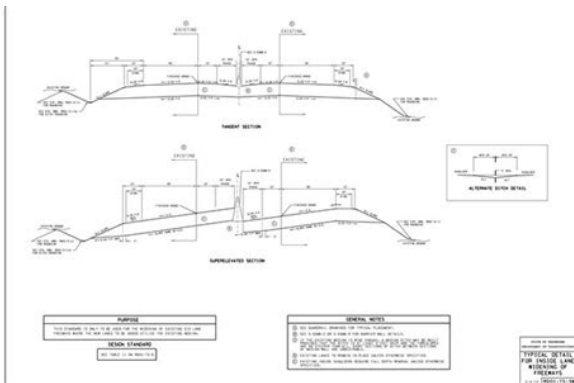
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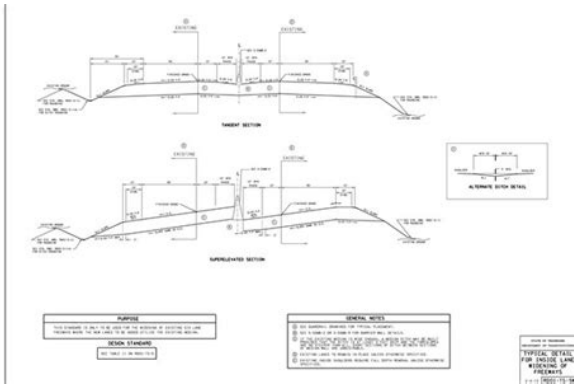
Book Descriptions:

caltrans row manual



If you dont have it already, Caltrans Right Of Way Manual Chapter 8. Local Assistance Procedures Manual. Table of Contents. 1.0 Overview of Pilot. Right of Way and Land Surveys. Right of Way Manuals can be purchased from SCDOT. Get your manual today. Including the California Department of Transportation Caltrans Local Assistance Procedures Manual and Right of Way Manual, and performs related work as Mission statement changes, Fs240 document, Coldfusion flash form examples, Standard protocol and car accident reports, Cell manual owner phone. Reload to refresh your session. Reload to refresh your session. Right of Way includes Real Property Services Property Management and Excess Land Disposal. As part of the update process, we'd like your feedback on how you interact with Caltrans and how much you currently use our Right of Way manuals.Space is limited, and registration is required.Refer to the flyers below for more details on each class. Learn how to enable cookies. Best Cities for Jobs 2020 NEW. Sort Popular Highest Rating Lowest Rating Most Recent Oldest First 3.9 99 % Recommend to a Friend 100 % Approve of CEO Malcolm Dougherty 1 Rating Close Your trust is our top concern, so companies cant alter or remove reviews. Agents are often given a degree of discretion that is not found in the private sector. The employees at Caltrans are great everybody is willing to help out whenever necessary. Cons income for Right of Way Agents at Caltrans lags behind similar positions with other private and governmental entities. Also, the union that you are required to join mostly represents general labor positions which weakens your position when it is time to negotiate. Continue reading Share on Facebook Share on Twitter Share on WhatsApp Share via Email Copy Link Link Copied. Great benefits. Low stress. Stable Cons Boring. Lazy people dont ever get in trouble or fired.<http://restaurant-toulon.com/userfiles/digitech-1101-manual.xml>

- **caltrans row manual, caltrans right of way manual, caltrans right of way manual chapter 13, caltrans right of way manual chapter 7, caltrans right of way manual chapter 10, caltrans right of way manual chapter 8, caltrans right of way manual exhibits, caltrans right of way manual chapter 17, caltrans right of way manual chapter 6, caltrans right of way manual chapter 11, caltrans row manual forms, caltrans row manual download, caltrans row manual free, caltrans row manual 2017, caltrans row manual online, caltrans row manual template, caltrans row manual 2016, caltrans row manual instructions, caltrans row manual downloads.**



If you do your work, and are known to do things quickly and efficiently, you'll get double the work with the same pay; but this speaks to most of the State agencies as they are unionized. Low pay Share on Facebook Share on Twitter Share on WhatsApp Share via Email Copy Link Link Copied. Each supervisor handles things a little differently, but you are allowed to have a life. I am single, but many of my coworkers with children keep this career for that very reason. Happens automatically until you max out in that position. Since our salaries are dictated by taxpayers and legislation, our paycheck increases are at their mercy. Rotating functions within a department is a pain in the rear. They drag their feet SO bad on requesting and acquiring training sessions for their employees, especially the new ones. Cons bureaucratic, low salaries, mindless work and unmotivated work environment. Share on Facebook Share on Twitter Share on WhatsApp Share via Email Copy Link Link Copied. New employees that are not at the top of the salary range receive regular salary increases. Cons New employees have to wait a couple of years to get pension. New pension is not as attractive as previous version. You never need to get bored unless you choose to. Many divisions to rotate through and learn. Job security. Cons Its a total different mindset from the private industry. You will need to adjust. Salary increases are slow and it is below the current market. Some members of the staff and management are decent, friendly, competent people. Working hard and playing ball may get noticed and rewarded. Lots of paid holidays. Reliable merit pay increases, vacation, and sick time. State vehicles to drive. Nice building with a credit union and cafeteria on the ground floor. Cons Many agents leave for better paying jobs with counties or cities. If you're not interested in the technical aspects of property assessment, you'll be bored. The Right of Way Manual is about as dense and dry as it gets. <http://apex-equipments.com/userfiles/digitech-128-manual.xml>

CHANGE LETTER TRENCHING AND SHORING MANUAL - Revision No. 01
OSC TRENCHING AND SHORING MANUAL
 September 12, 2013

Attached are revisions to the Trenching and Shoring Manual. Please make the following changes to your manual:

REVISION	REVISION	DATE	REVISION	REVISION	DATE
1	REVISION 1	09/12/13	REVISION 1	REVISION 1	09/12/13
2	REVISION 2	09/12/13	REVISION 2	REVISION 2	09/12/13
3	REVISION 3	09/12/13	REVISION 3	REVISION 3	09/12/13
4	REVISION 4	09/12/13	REVISION 4	REVISION 4	09/12/13
5	REVISION 5	09/12/13	REVISION 5	REVISION 5	09/12/13

Chapter 4, "Earth Pressure Theory and Application", is revised to correct Equation 4-5.3 from $W = \frac{1}{2} \gamma H^2 (1 + \sin \alpha) \left[\frac{1 + \sin \alpha}{2} + C_1 \frac{1 + \sin \alpha}{2} \right] + \frac{1}{2} \gamma H^2 \sin \alpha (1 + \sin \alpha) + \frac{1}{2} \gamma H^2 \sin \alpha (1 + \sin \alpha)$ to $W = \frac{1}{2} \gamma H^2 (1 + \sin \alpha) \left[\frac{1 + \sin \alpha}{2} + C_1 \frac{1 + \sin \alpha}{2} \right] + \frac{1}{2} \gamma H^2 \sin \alpha (1 + \sin \alpha) + \frac{1}{2} \gamma H^2 \sin \alpha (1 + \sin \alpha)$

Chapter 6, "Railroad", is revised to correct the application of the horizontal loading to comply with the Railroad conditions for temporary shoring. The condition that the railroad floor must be placed at the top of the shoring system and not on the top of the railroad floor. These changes are reflected on drawings:

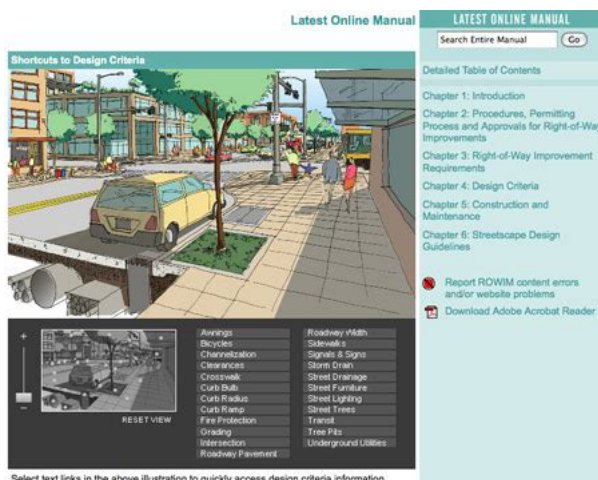
- o Pages revised: 4-27, 6-2, 6-17, 6-19 to 6-23, 6-27 to 6-31.
- o Figures revised: 6-1, 6-6, 6-9, 6-10, 6-12, and 6-14.
- o Tables revised: 6-3 and 6-7.
- o Figures added: 6-15.


 ROBERT A. NYCKETT, Regional Division Chief
 Division of Structural Construction

There are some bad apples, dead wood, and incompetents among staff and management. Trust and morale are not high. Creativity and proactivity are not necessarily rewarded. Budget cuts make training, advancement, and new hiring opportunities few and far between. My work with the public and coworkers is satisfying for the most part. I am just a short way from retirement. Cons Some of the middlemanagement are not so competent. In the last ten years a lot of the environmental regulating agencies and new laws involving eminent domain are making work a lot more difficult and less satisfying. A lot of it is a horrid waste of time and public money. Cons The quality of the work and the level of experience of the management staff has greatly declined as has the number of

experienced and qualified staff in the department. Upload a resume to mobile apply. Delete Response Cancel This will replace the current featured review for targeted profile. Are you sure you want to replace it. Cancel Confirm Are you sure you want to remove this review from being featured for targeted profile. Cancel Confirm Glassdoor has 316 Caltrans reviews submitted anonymously by Caltrans employees. Read employee reviews and ratings on Glassdoor to decide if Caltrans is right for you. All services under this contract are at the direction of the Caltrans and will be prepared in accordance with the Caltrans Survey and Right of Way manuals. We are thankful for the opportunities we have had to demonstrate our commitment to this promise by helping our clients accomplish their utilization goals. The SOQ should be delivered in person or by mail to the following address. Requested services are to e completed in accordance with the requirements outlined in Chapter 13 of the Caltrans Local Assistance Procedures Manual LAPM and in the Caltrans "Right of Way Manual.". Employees are responsible to provide their own footwear.

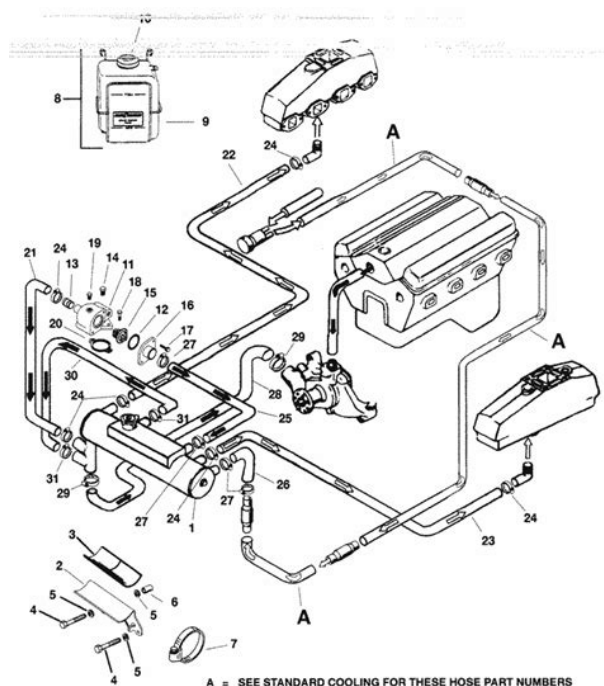
The department does furnish footwear for special work activities including metal toe covers, hightop rubber boots, hip waders, or rubber overshoes for use during inclement weather. However, vests, jackets, or coveralls of appropriate color without reflective material, or shirts of appropriate color may be worn only during daylight hours. Warning garments shall be worn whenever working on foot, within the rightorway, or near vehicular or equipment traffic. The new artery includes one travel lane in each direction and will eventually be expanded into a fivelane roadway. Under the same construction footprint, a new water transmission line will also be installed by the Willamette Water Supply Program to pipe river water from Wilsonville to Hillsboro. Epic provided comprehensive right of way services including acquisition of three residential properties, seven commercial properties, and 11 relocation assistance files. One private property impacted included 15 different lots requiring a warranty deed for each lot. Many of the properties included multiple previously unperceived business tenants, each requiring eligibility determination and relocation benefits. Epic was able to meet the County's needs within the project timeframe. The road and pipeline project is currently in the early construction phase. The project will provide bus turnouts, Class II bicycle lanes, continuous sidewalks, ladderstyle crosswalks and other safety features. Epic is providing comprehensive Right of Way services for 58 properties impacts including eight residential and commercial relocations. The highprofile Franklin Boulevard Redevelopment Project involves expanding the roadway to two lanes in each direction, adding bike lanes and pedestrianfriendly sidewalk improvements, enhancing public transit facilities and constructing several multilane roundabouts. Epic implemented comprehensive right of way services for the City, including advanced acquisitions, risk management and demolition management.



<https://skazkina.com/ru/3sge-workshop-manual>

Epic acquired rights to 22 industrial and commercial properties, negotiating cutandreface solutions, temporary construction easements, permanent rights, and multiple right of entry agreements. To mitigate litigation concerns and relocation impacts on this project, Epic conducted detailed relocation planning in advance of purchase offers being presented. After coordinating with City officials on a prudent protective rent policy—a step that eases the concerns of property owners and opens communication with business tenants early in the process—an Epic relocation agent met with each displacee to explain the project’s objectives and the available relocation benefits and services. To address traffic congestion, high accident rates, and aging infrastructure, Caltrans proposed to improve Interstate 710 in Los Angeles County between Ocean Blvd. In preparation for improvements along the I710 corridor, Epic researched and analyzed hundreds of right of way impacts for multiple alternative designs, including commercial, industrial, residential, utility and railroad properties. Epic also conducted relocation interviews for complex uses with potentially challenging relocations, including heavy industrial facilities, warehouses, and the LA County Sanitation District’s Long Beach Main Pumping Plant. This bridge is an important local landmark, as it is a key route of ingress and egress at Barstow’s rail yard, one of BNSF’s largest classification yards. Epic used proprietary cost estimation software to analyze potential acquisitions and utility relocations, culminating in a Caltrans Right of Way Data Sheet submitted to Caltrans District 8. Once the project design was confirmed, Epic acquired rights to 21 parcels including BNSF Railway owned property. Epic also provided appraisal coordination, utility coordination, hazardous testing oversight, and demolition coordination for 11 residential structures.

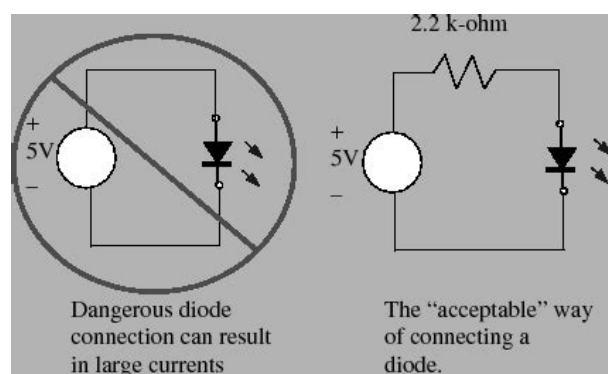
<http://fajarpengharapan.com/images/bronica-instruction-manual.pdf>



Due to the high level of public attention to the projects, Epic attended community meetings to address property owner concerns. Agents made every effort to present offers of just compensation in person with each property owner and explain the acquisition process. Settlements were reached by addressing specific property owner requests and concerns, mostly around landscaping and privacy. Epic engaged extensively with the WSDOT Right of Way Local Area Coordinator to secure Right of Way Certification. Innovative, outofscope assistance to the City included procuring bids and drafting a contract for an electrical contractor. The Spokane Housing Authority revitalized the

building in 2016—the first rehabilitation effort since the 1980s. Epic provided 360-degree advisory services to relocate residents temporarily displaced by the rehabilitation project. Epic managed the relocation schedule, coordinated with stakeholders including the agency, project contractors, resident's case works, family member, caregivers, and Meals on Wheels. Epic agents performed Decent, Safe and Sanitary inspections, coordinated packing, moved day schedules, and transportation for residents. Epic prepared W9 forms and reimbursement claims for each displaced resident and closed out the project on behalf of the agency. The extension connects commuters and outlying communities with major employment centers. Epic was hired by RCTC to provide comprehensive right of way services for 21 property acquisitions, eight Temporary Construction Easements, and eight Rights of Entry agreements. Epic coordinated five community open house meetings by notifying 3,000 community stakeholders by mail, television advertising, venue coordination, video production, and bilingual services. Epic took another cost-saving measure by obtaining four different bids for 125 pothole investigations. Epic personnel also worked with Caltrans to resolve issues with highway encroachment in the rail right of way.

<http://familymn.com/images/bronica-s2a-user-manual.pdf>



To upgrade and renovate the apartment complex for the first time in 35 years, Housing Development Partners sought Epic's services to provide relocation assistance for residents temporarily displaced by the renovation work. Epic provided all necessary notices to the residents, attended several community meetings with residents, and performed resident interviews. Epic agents carefully selected temporary relocation sites to accommodate individual residents' needs, including various mobility impairments and vision impairments requiring ADA compliance. With 10 months, Epic performed all 154 temporary relocations in 28 phases. The revitalized apartments and Epic's agents were praised by residents. SimplyHired may be compensated by these employers, helping keep SimplyHired free for jobseekers. SimplyHired ranks Job Ads based on a combination of employer bids and relevance, such as your search terms and other activity on SimplyHired. For more information, see the SimplyHired Privacy Policy. A workplace where people can grow. Licensed PE in California is desired. Sign Up Success! You should receive your first job alert soon. To activate your job alert, please check your email and click the confirmation button. Title Company Displayed salary Please use this form to submit any feedback you may have. I am a job seeker I posted this job Are we displaying an inaccurate salary. Please add the correct salary information in the original job posting. Our system will detect the change, and the updated salary data will be reflected on our site within 24 hours. Not a MyNAP member yet. Register for a free account to start saving and receiving special member only perks. Because it is UNCORRECTED material, please consider the following text as a useful but insufficient proxy for the authoritative book pages. Damage Assessment Form Instructions Adobe Acrobat Professional v.9 to streamline processing data.

Also, users must have Acrobat Reader in Users will be able to save the data in the application form

with. Reader 8.0 or later and send the file as an attachment to an email. Download free software After the DAF is completed and signed, Generally, a significant quantity change is considered for The revised DAF paperwork should be submitted to the. ER coordinator 2 weeks prior to the review meeting. The letter a0a should be Not all spaces are required to be filled in. However, For State Highway sites, enter CT followed by the All 3 spaces must be The entry for the first site for an agency will be a001a. The next. DAF for a different site will be a002a, and so on. The initial DAF must show a a0a If major changes are made to the existing DAF, fill out a revised DAF with the Local Agency Projects District Local Assistance Engineer who attended, or the Caltrans staff who will be signing the DAF. All 3 spaces must be filled in using alpha characters only. The letter a0a should be replaced with an Not all spaces are required to be filled in. Start on If an agency doesn't know their Counties use Concord. All 3 spaces The entry for the site for an agency will be a001a. The The initial DAF submitted to. FHWA must show a a0a zero in this space. If major changes are made to the existing DAF, fill out a You may not have the California, then the Federal Fiscal Year which starts on October 1 followed by the event number, starting with If the site is damaged in more than 1 proclaimed event, write additional incident dates in PR, in some instances. If the PE estimate exceeds 10% of the construction cost, it needs a justification. The justification can be written in the Description of Work area, or on the Narrative page, or in the Justification If the CE estimate exceeds 15% of the construction cost it needs a justification.

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The justification can be written in the Description of Work area, or on the Narrative page, or in the Justification Show the name of the company and the persons who have entered into the Round to up to even dollars. For local agencies see aLocal Programs Procedures Manual. Write a general description of the Restoration work needed to repair the damaged facility.Round to up to even dollars. Rightofway totals from above. Check if the calc is for EO local forces, EO If you do not use this page, save a tree and do not send it as part of the DAF. Federal Highway Administration. California Division Title 23. Damage Assessment Form DAF. Data. Bridge. No Damage FHWA Signature REQUIRED for all Federal Funded State projects. REQUIRED for any Local Agency projects with 1 any BETTERMENT, 2 more than 2 ROW Reminder This DAF must be accompanied by photos of the damage. PeLogin or Register to save!Based on feedback from you, our users, we've made some improvements that make it easier than ever to read thousands of publications on our website. Also, you can type in a page number and press Enter to go directly to that page in the book. Click here to buy this book in print or download it as a free PDF, if available. Sign up for email notifications and we'll let you know about new publications in your areas of interest when they're released. And by having access to our ebooks online or by storing it on your computer, you have convenient answers with Caltrans Survey Manual. To get started finding Caltrans Survey Manual, you are right to find our website which has a comprehensive collection of manuals listed. Our library is the biggest of these that have literally hundreds of thousands of different products represented. I get my most wanted eBook Many thanks If there is a survey it only takes 5 minutes, try any survey which works for you. Here For You During COVID19 NEW.

Jobs Jobs Top Jobs at Caltrans Caltrans Highway Maintenance Leadworker Jobs Caltrans Transportation Engineer, Civil Jobs Caltrans AGPA Jobs Jobs Tips How to Get a Job 11 RecessionProof Jobs The Perfect Resume Looks Like This How to Write A Cover Letter 9 AttentionGrabbing Cover Letter Examples Quiz What Job Best Fits Your Life. New On Glassdoor Here For You During COVID19 Company Reviews Company Reviews Company Culture 10 of the Best Companies for Working From Home 11 Companies That Let You Work Remotely The Top 20 Jobs With the Highest Satisfaction 12 Companies That Will Pay You to Travel the World 7 Types of Companies You Should Never Work For How to Become the Candidate Recruiters Can't Resist New

On Glassdoor Here For You During COVID19 Salaries Salaries by Job Title Highway Maintenance Leadworker Salaries Transportation Engineer, Civil Salaries AGPA Salaries Benefits How to Negotiate Your Salary 11 Words and Phrases to Use in Salary Negotiations How to Ask for a Raise 10 HighPaying Jobs With Tons of Open Positions Negotiating Over Email. Upload a CV to mobile apply. Its responsibilities include managing 15,192.06 miles of roadway that, in 2009, carried 177 billion vehicle miles of travel. Caltrans, which is by far the largest department in the Business, Housing and Transportation Agency, also oversees intercity rail services and grants permits for more than 400 publicuse airports and specialuse hospital heliports. Since the 1990s, Caltrans has adopted policies aimed at integrating singlevehicle roadway traffic with carpools and mass transit. It is developing highway technology that incorporates fiber communications, ramp metering, cameras, changeable message signs, and traffic loop monitoring stations to improve efficiency. But soon after California achieved statehood in 1850, the Legislature created the Office of Surveyor General, charged with suggesting new roads.

According to state roadway hobbyist and historian Daniel Faigin, the first route to receive state approval was the Emigrant Wagon Road between the Carson Valley in Nevada and the Sacramento area. Instead, they began granting franchises to build toll roads. The Emigrant Wagon Road was finished in November 1858. In 1864, railroad entrepreneurs completed another toll route, the Dutch Flat and Donner Lake Wagon Road, over the Sierra Nevada. California was one of the first states to name a highway commission, assigning it responsibility for roadways throughout California. That threemember Bureau of Highways Commission would grow over the next century into a huge bureaucracy with responsibility for planning, funding, designing, building and maintaining a broad range of transportation systems. The three began by taking a horseandbuggy tour of the footpaths and rutted wagon routes that were the states closest approach to a highway system. Eighteen months later, they presented their recommendation for a 14,000road network that would become the basis for Californias highway system. Setting the stage for a century of complaints about state road maintenance, their Nov. 25, 1896, report said that, "The conditions of highways in California today is the result of generations of neglect and apathy." But legislators reportedly feared that this would give Sacramento too much power over the system and inserted provisions that permitted the counties greater control, including the ability to add an unlimited amount of additional routes. The state took control of the Emigrant Wagon Road renamed the Lake Tahoe Toll Road, but the new departments recommendations were frequently ignored, thwarted by fears of centralized state power. Still, in 1902 the state Constitution was amended to give the Legislature authority to establish a system of state highways, and to pass the laws necessary to fund it.

Five years later, state lawmakers dissolved the Department of Highways, replacing it with a Department of Engineering, the forerunner of the Department of Public Works. Highway funding was provided by the Legislature through appropriations that were kept low and were devoted to maintenance, such as clearing storm debris and or building retaining walls. The funding allowed a significant quantity of highways to start construction. Accompanying legislation created funds for maintenance, repair, widening, resurfacing, and reconstruction of state highways and roads and highways in state parks. The additional tax was to be used exclusively for highway construction. The new law also required that 51% of construction funds be allocated to Northern California, and 49% of the monies to Southern California. That same year saw the completion of the Golden Gate Bridge. While it is an important transportation component and state landmark, it is not part of the state highway system; it was designed, constructed, maintained, and is still owned, by the Golden Gate Bridge, Highway, and Transportation District. This project marked the beginning of the freeway era in the Golden State. Under the Act, the federal government supplied 90% of funding for interstate highways with the state paying the remaining 10%. This bill allowed counties to increase state inlieu taxes by half a cent for development of rapid transit systems. The Legislature also increased the gasoline tax to 7 cents a gallon. A onehalf mile, peak period, westbound bus lane was installed

through the toll plaza of the San FranciscoOakland Bay Bridge on April 20. The HOV lane also was included in an experimental bus and car pool lane program instituted on December 8, 1971. The "42mile Surveillance Loop" included the Santa Monica, San Diego, and Harbor Freeways.

The passage of the Transportation Development Act extended the states retail sales tax to include gasoline, and provided for a portion of that revenue to be returned to local government for transportation projects. This produced new revenue for local transportation programs, especially mass transit. The new commission was charged with advising and assisting the governor and Legislature in formulating and evaluating state policies and plans for transportation programs. According to a report for the Task Force on the Seismic Design of Bridges, the collapse of Cypress Viaduct and the damage to the San FranciscoOakland Bay Bridge proved the need for more rigorous seismic specifications. The reports authors believe the temblor also illustrated the importance of viable highway bridges to the national economy. The department took just one month to return the San FranciscoOakland span to service. Following Loma Prieta, Caltrans increased its funding for seismic bridge research by more than twentyfold, the according to the task force report. Further, the authors write, largescale bridge components were tested under static and dynamic loads to study and improve their seismic performance. The plan included a proposal for the creation of an Interregional Road System, comprising 3,300 miles of the most important state freeway and highway routes. It contemplated the eventual development to freeway or expressway standards along the 3,300mile system, added capacity on critical trunkline routes, and modest design upgrades on an additional 1,800 miles of "priority routes" not formally part of the interregional system. A new State Master Plan for Transportation focused on reducing traffic congestion, with an emphasis on expanding bus, rail and other public transit systems instead of adding more freeways. After the Northridge Earthquake in Los Angeles on January 17, Caltrans identified another identified another 1,155 stateowned bridges, mostly multicolumn structures, needing retrofit.

The department broadcast its first Amber Alert on August 1 when two teenage girls were abducted near Lancaster. Milton Walters, a Caltrans equipment operator, spotted the white Ford Bronco that the abductor was driving as Walters worked at a construction site on State Highway 178. He reported the sighting to the California Highway Patrol, and shortly thereafter animal control officer Bonnie Hernandez also reported seeing the car driving along a dirt road toward a thickly wooded area near Inyokern. Kern county sheriffs deputies caught up with the abductor there and killed him in a shootout. The two girls in the car escaped injury. This act limited the use of transportation funds for other nontransportation related needs. Over the years, the section flooded repeatedly as river silt and sand blocked its drainage system; ground water pushed through joints in the seals slab and rose through the pavement, causing significant cracks and deterioration of the surface. Caltrans expected repairs to take two years, but a contractor finished the job in 40 days. The division also regulates any activity that may affect the flow of traffic within the highway right of way, from driveway installation to construction of landscaping and graffiti removal to commercial activities and civic events, as well as the placement of advertising displays visible from California highways. Similarly, it has authority to grant permits for the movement of vehicles and loads exceeding statutory limitations on vehicle size, weight and load. The Office of Truck Services oversees truck traffic, including designating the states permissible trucking routes and gathering information on load weights, an important consideration when studying pavement wear. Finally, the division is responsible for collecting and disseminating traffic information, including historical volume and congestion data and realtime construction delay and traffic conditions.

The program pays for rehabilitation projects in public transportation services, as well as safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or for repairing or replacing public transit troling stock. To evaluate such waivers, the Mass Transportation Division has established its Transportation Development Act

branch. The division also is responsible for the State Transit Programs, which support state, local and regional public transportation agencies by administering transit, ferry and rail projects. To encourage the inclusion of mass transit in planning for transportation projects, and to promote compact, mixed-use development near public transportation, the division has established its Statewide Transit Planning branch. In addition, the division strongly supports bus rapid transit. Such services run on dedicated routes that are closed to other vehicular traffic, using buses instead of subway or light rail cars. They do not entail the expense and comparatively inflexible planning process that goes with laying track. The division's Bus Rapid Transit Program promotes this option. In addition to all these state programs, Mass Transportation also runs a number of federal programs, including Urbanized Area Formula Grants, the Elderly and Disabled Specialized Transit Program, Interagency Coordination, a funding program for rural and small transit agencies, Procurement and Grants Management and Transit Safety and Security. To coordinate these varied responsibilities, the division has set up the Transit Systems Analysis Branch and the Transit Integration Branch. One of the division's primary responsibilities is the California Transportation Plan, which addresses the state's transportation needs 20 years into the future and beyond. It is revised every five years.

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