



Transforming Transportation in California

SPUR -- January 23, 2015

Kate White

Deputy Secretary for Environmental Policy &
Housing Coordination

Transforming Transportation in California

- ▶ **The Challenge**
- ▶ **New Agency, New Priorities**
- ▶ **Caltrans**
- ▶ **High-Speed Rail**
- ▶ **Cap and Trade**
- ▶ **Birthday Party Invitation**

The Challenge

An aerial photograph of a multi-lane highway, likely I-80 in San Francisco, showing heavy traffic. The highway is filled with cars and trucks, moving in both directions. In the background, a body of water and city buildings are visible under a clear sky. Overlaid on the image is the text 'HOW CAN WE HELP HOW CAN WE SPUR, CHANGE? MORE SUSTAINABLY?' in a bold, white, sans-serif font with a blue drop shadow. The text is arranged in five lines, with 'HOW CAN WE' on the first line, 'HOW CAN WE' on the second line, 'SPUR,' on the third line, 'CHANGE?' on the fourth line, and 'MORE SUSTAINABLY?' on the fifth line.

**HOW CAN WE HELP
HOW CAN WE
SPUR,
CHANGE?
MORE SUSTAINABLY?**

http://upload.wikimedia.org/wikipedia/commons/3/3e/I-80_Eastshore_Fwy.jpg

Defining Sustainability



A sustainable transportation system
balances stewardship of **social**, **environmental** and **economic** resources for the long-term public good.





Sustainability in Legislation

2002	AB 857	Infrastructure Planning Priorities
2006	AB 32	California Global Warming Solutions Action
2008	SB 375	Sustainable Communities and Climate Change Protection Action
2009	SB 391	California Transportation Plan
2013	SB 743	Transit Oriented Infill Projects
2014	SB 862	Cap and Trade Auction Proceeds for Transit, Intercity Rail, High-Speed Rail



Governor's Reorganization Plan

- ▶ Gov. Jerry Brown Elected in 2010
- ▶ 2011 - Inaugural year
 - Broad assessment of Executive Branch
- ▶ Governor's Reorganization Plan No. 2 of 2012
 - Improve management and coordination of Executive Branch government activities
 - Address lack of cohesion and logical organization
 - Most comprehensive reorganization in 48 years
 - Consolidated 12 Cabinet agencies into 10 reporting directly to the Governor

What Did Reorganization Accomplish for Transportation?

- ▶ Created a **single cabinet-level agency** to **oversee and coordinate** statewide transportation policy for a **modernized and integrated** transportation system in partnership with local and regional agencies.

California State Transportation Agency

- ▶ Effective July 1, 2013
- ▶ **California State Transportation Agency (CalSTA)**
 - Retained:
 - Caltrans
 - California Highway Patrol (CHP)
 - Department of Motor Vehicles (DMV)
 - Board of Pilot Commissioners (BOPC)
 - Office of Traffic Safety (OTS)
 - Added:
 - California High-Speed Rail Authority (HSRA)
 - California Transportation Commission (CTC)

New California Transportation Infrastructure Priorities: **Preservation, Innovation, Integration**



www.calsta.ca.gov



Preservation: Fix-It First



Innovation: Mobility Choice



Integration: State-Regional-Local



Agency Policy Papers

- ▶ **Road User Charge**
 - Alternative to gas tax, VMT-based
- ▶ **Tolling & Pricing**
 - Streamlining creation of Toll lanes
- ▶ **State Transportation Improvement Program (STIP)**
 - New performance metrics

www.calsta.ca.gov



State Smart Transportation Initiative - Caltrans Improvement Project



- Management
- Operations
- Communication
- Performance
- Accountability

CalSTA Response to SSTI Review

▶ January – June 2014:

- CalSTA staff and stakeholders conduct extensive review of SSTI report
- **Collaborate** with Caltrans staff and top management

▶ June 2014:

- **Caltrans Improvement Project (CIP)** Launched
- “Immodest goal”: Caltrans **aims to be best** DOT in U.S.
- **Culture of performance and innovation** throughout the department: top-down and bottom-up

Caltrans' New Mission & Vision

▶ Previous:

- “Caltrans improves **mobility** across California.”

▶ September 2014:

- “Provide a **safe, sustainable, integrated** and **efficient** transportation system to enhance California's economy and **livability**.”

Caltrans New Goals

- ▶ **Safety & Health**
- ▶ **Stewardship & Efficiency**
- ▶ **Sustainability, Livability & Economy**
- ▶ **System Performance**
- ▶ **Organizational Excellence**



Caltrans New Goals

▶ **Safety & Health**

- Provide a safe and healthy transportation system for workers and users.

▶ **Stewardship & Efficiency**

- Money counts. Responsibly manage assets.

▶ **Sustainability, Livability & Economy**

- Make long-lasting, smart mobility decisions that improve the environment, the economy, and build communities, not sprawl.



Caltrans New Goals (continued)

▶ **System Performance**

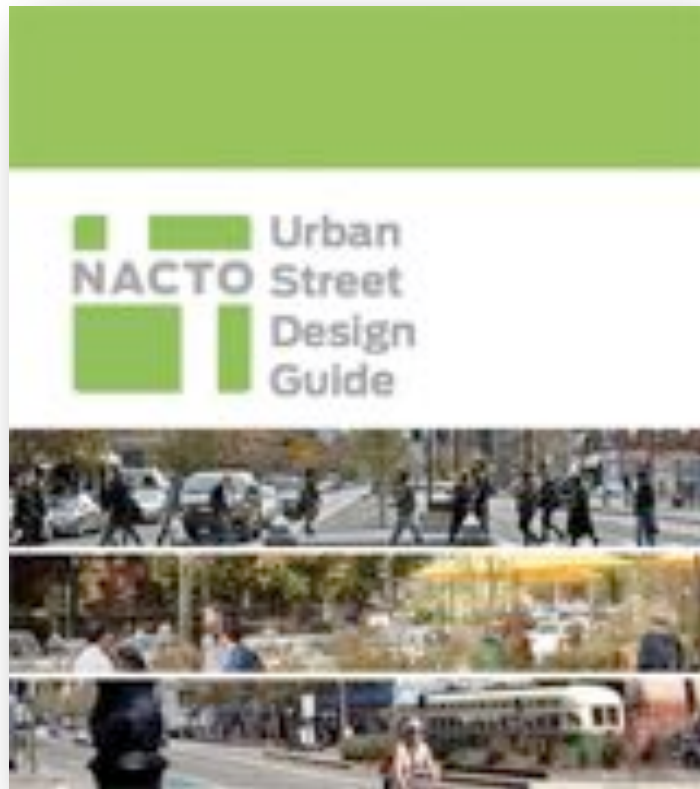
- Utilize leadership, collaboration and strategic partnerships to develop an integrated, reliable, and accessible transportation system.

▶ **Organizational Excellence**

- Be a national leader through excellent employee performance, public communication, and accountability.



Caltrans NACTO Endorsement



Caltrans Director Video Message 4/10/2014

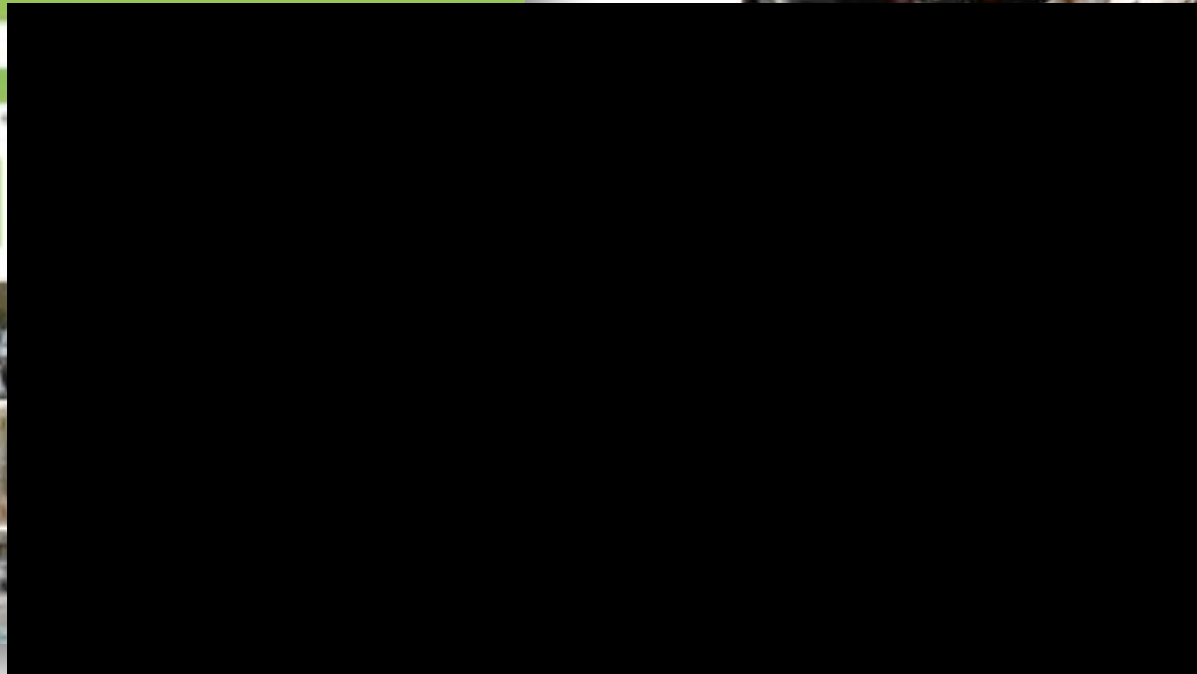
by CaltransVideo • 3 months ago • 859 views

From the American River Bike Trail in Sacramento, Caltrans Director Malcolm Dougherty talks about the Caltrans' efforts to create ...

CC



Caltrans NACTO Endorsement



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From the American River Bike Trail in Sacramento, Caltrans Director Malcolm Dougherty talks about the Caltrans' efforts to create ...

CC

Caltrans NACTO Endorsement

“

California's transportation system must be multimodal and support bicycles and pedestrians as well as automobiles.

Caltrans' endorsement of these innovative street design options is an important part of modernizing our approach to improving transportation for all Californians.

”

-- Malcolm Dougherty, Caltrans Director

Caltrans NACTO Endorsement

“

California's transportation system must be
multi-modal and
pedestrian-friendly.
Caltrans is committed to innovative
street design as an important part
of moving forward with improving
transportation for all Californians.

”

-- Malcolm Dougherty, Caltrans Director

SB 743:

Transit-Oriented Infill Projects

- ▶ CEQA Transportation Metrics Upgrade
- ▶ Current metrics are inherently biased toward autos
- ▶ SB 743: Metrics “shall promote...”
 1. “...Reduction of GHGs”
 2. “...Development of multimodal transportation networks”
 3. “...A diversity of land uses”

SB 743:

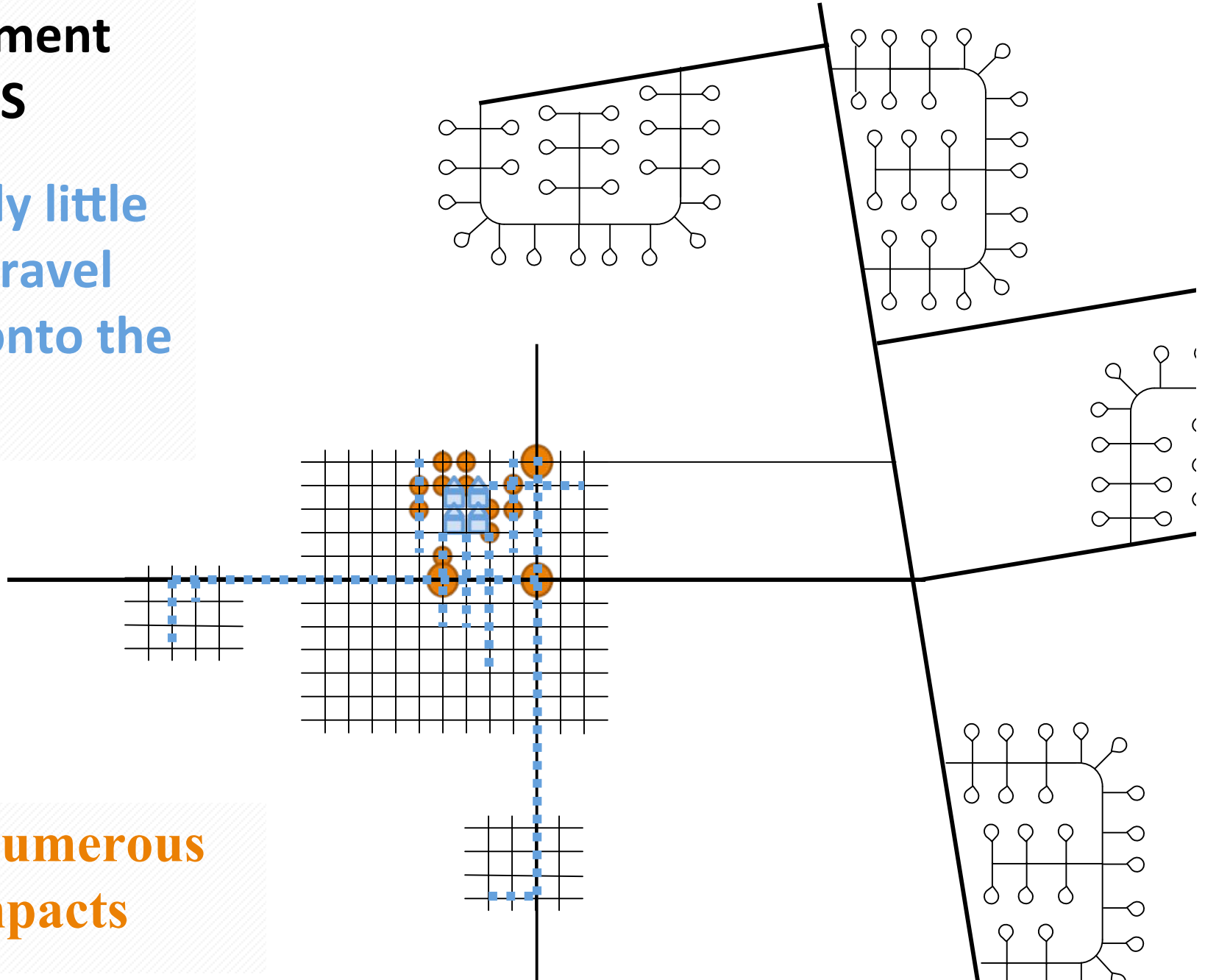
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- ▶ **Other policy and administration goals:**
 - Consistency with State planning priorities
(Infill priority)
 - Environmental benefit
 - Fiscal benefit
 - Equity
 - Health
 - Simplicity/feasibility
 - Access to destinations

Analysis of **infill** development using LOS

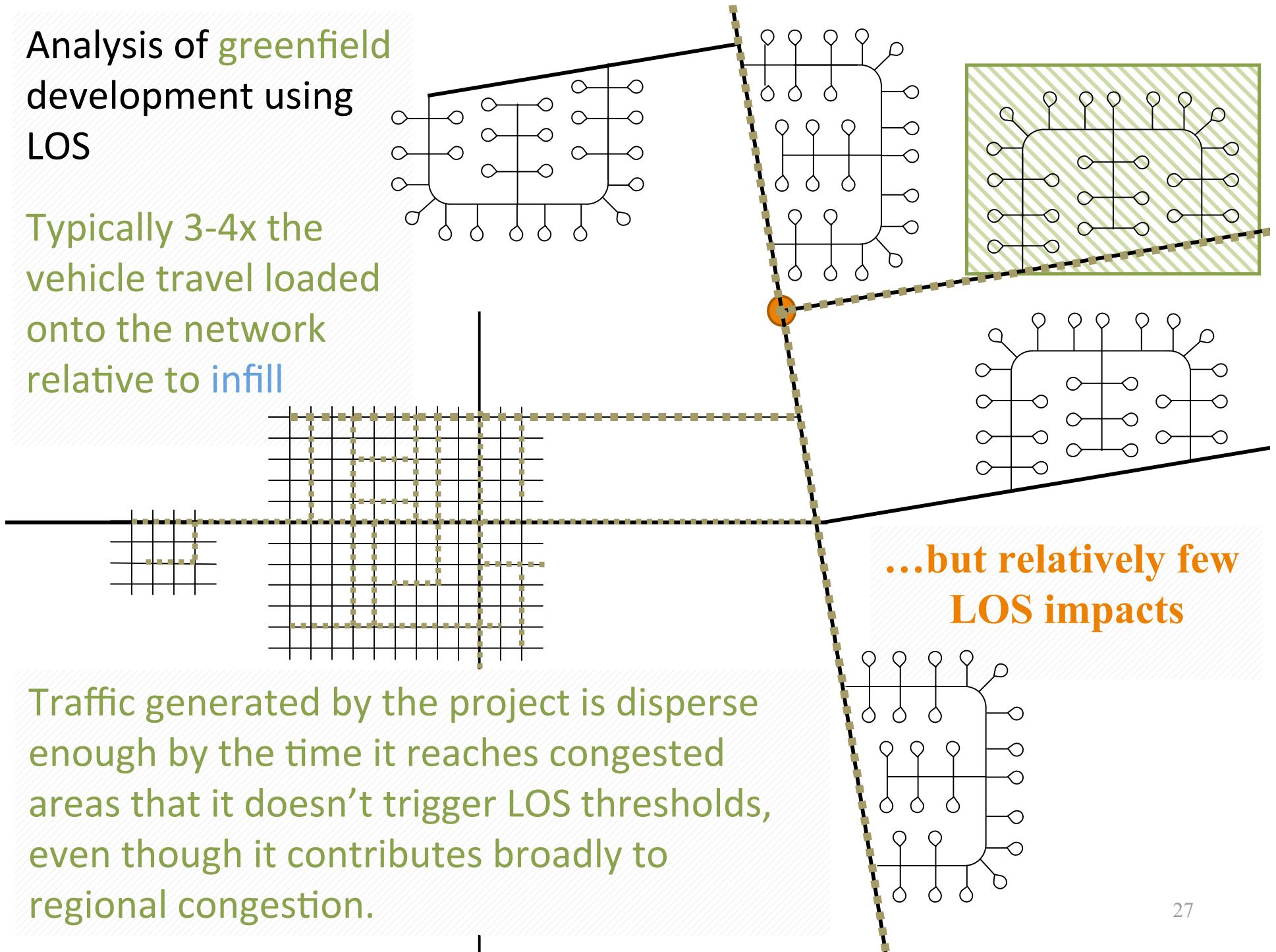
**Relatively little
vehicle travel
loaded onto the
network**

**...but numerous
LOS impacts**



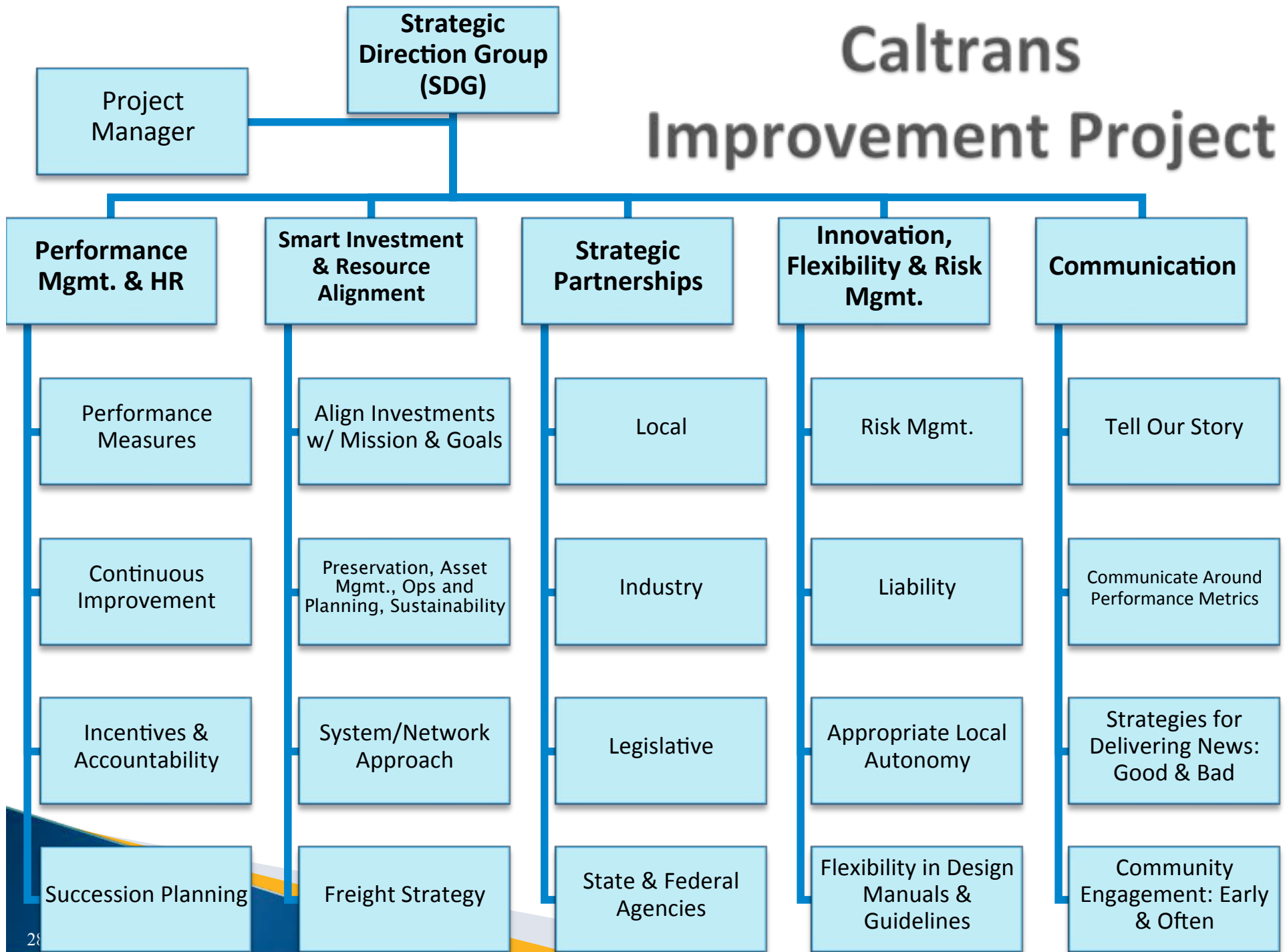
Analysis of greenfield development using LOS

Typically 3-4x the vehicle travel loaded onto the network relative to infill



Traffic generated by the project is disperse enough by the time it reaches congested areas that it doesn't trigger LOS thresholds, even though it contributes broadly to regional congestion.

Caltrans Improvement Project



Active Transportation Program



- **Huge Demand:** Nearly 1,000 Submittals
- 2014: **265 projects** funded with \$368 million
- **One Stop Shop** for Active Transportation Proponents

Greenhouse Gas Reduction Fund

2014 – Beyond

Category	Department	Program	2014-15	2015-16
Sustainable Communities & Clean Transportation	High-Speed Rail Authority	High-Speed Rail Project	\$250 m	25%
	Caltrans	Low Carbon Transit Operations Program	\$25 m	5%
	Transportation Agency	Transit & Intercity Rail Capital Program	\$25 m	10%
	Strategic Growth Council	Affordable Housing & Sustainable Communities Program	\$130 m	20%
	Air Resources Board	Low Carbon Transportation	\$200 m	
TOTAL			\$630 m	60%

➤ 60% of future cap & trade auction proceeds go towards transforming transportation and land use.



Why Cap & Trade for Transportation?

- ▶ According to the ARB, the transportation sector in California accounts for **38%, over a third, of our emissions** in California
- ▶ You cannot address climate change without tackling how we move and where we live



Why Cap & Trade for Transportation?

Strategic Focus	Program
Short Range; First/Last Mile	Affordable housing & sustainable communities (20% GGRF)
Mid Range; Intraregional	Transit and intercity rail capital and operations programs (15% GGRF)
Long Range; Interregional	High-speed rail (25% GGRF)

- ▶ **interconnected & integrated**
- ▶ With this strategy, we can tackle our 38%



Why High-Speed Rail in California?

- ▶ Truly Transformative Modal Investment
- ▶ Manage Congestion
 - SoCal to Bay Area is the Busiest Short-Haul Market in US
 - Six of Top 30 Congested Urban Areas in US Located in California
- ▶ Population Growth Estimated to Reach 50 Million by 2030
- ▶ Air Quality/Sustainability
 - Meets Goals of AB 32/SB 375
- ▶ Alternatives are Costly
 - 2-3 Times More Expensive

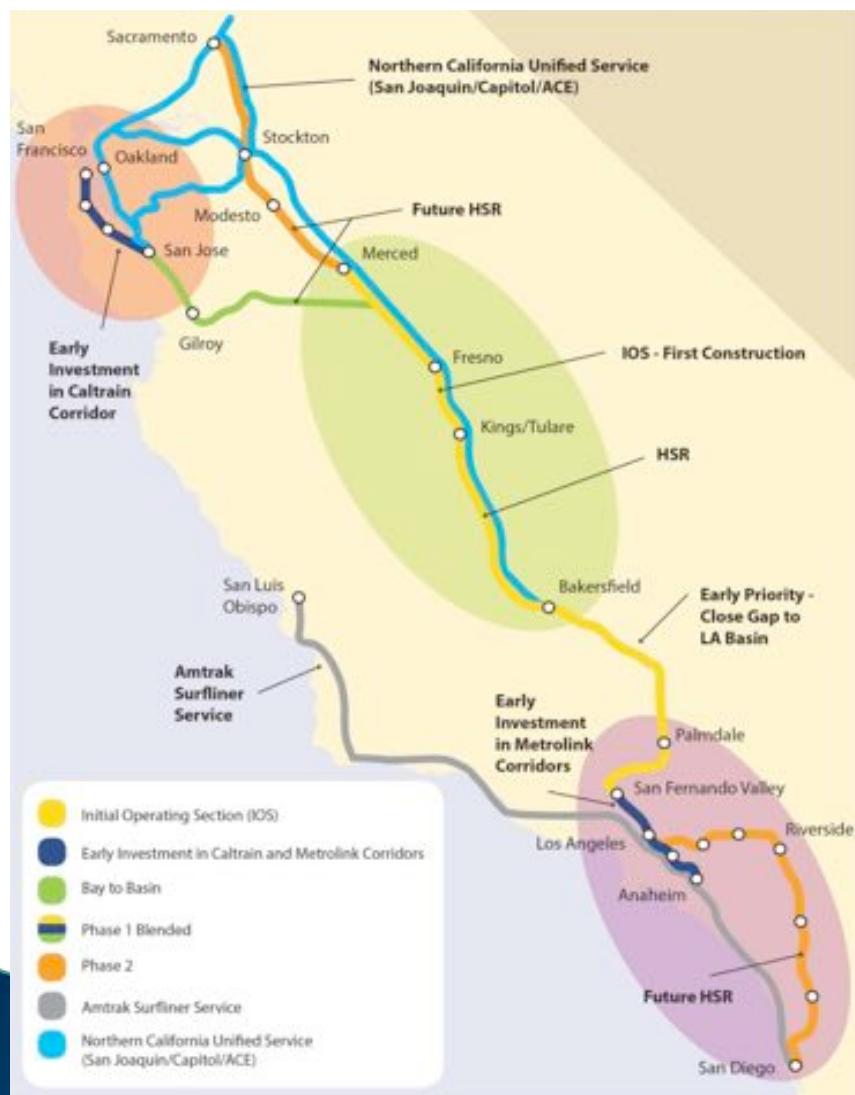


Modernizing Rail in California

► True **Statewide Interregional Transformation**

► **Connecting California**

- Caltrain Electrification & Early Investments in the Peninsula Corridor
- Regional Enhancements in Southern California
- Central Valley “Backbone” of High-Speed Rail
- Work Underway: Madera to Fresno
- Statewide Connectivity Projects & Investments



Transit Capital and Operations Programs

▶ Transit Capital

- **Competitive** process
- Successful projects will excel by meeting certain criteria, allow for “**transformative investments**”

▶ Transit Operations

- **Formula** Based
- Access to funds guaranteed by meeting certain criteria

Strategic Growth Council

Affordable Housing and Sustainable Communities

www.sgc.ca.gov

The screenshot shows the website for the Strategic Growth Council. The browser address bar displays www.sgc.ca.gov/s_thecouncil.php. The website header features the "CA.GOV" logo and the title "California's Strategic Growth Council". A navigation menu includes links for Home, Policy, Outreach, About, Programs / Grants, and Resources. A search bar is located in the top right corner. The main content area is titled "The Council" and contains a paragraph describing the council's composition: "The Council is comprised of agency secretaries from the California Business Consumer Services and Housing Agency (BCSH), California Health and Human Services (CHHS), California Environmental Protection Agency (CalEPA), California State Transportation Agency (CalSTA), the California Department of Food and Agriculture (CDFA), and the California Natural Resources Agency (CNRA); the director of the Governor's Office of Planning and Research (OPR); and three public members - one each appointed by the Governor, Senate Committee on Rules, and Speaker of the Assembly." Below this text is a section titled "Council Member Biographies" with the instruction "Please click on each picture to view their bio." Eight member portraits are displayed in a two-by-four grid, each with a caption below it: Ken Alex, Chair, OPR; Anna M. Caballero, BCSH; Dana S. Dooley, CHHS; Bob Fisher, Co-Chair, Public Member; Brian P. Kelly, CalSTA; John Land, CNRA; Matt Rodriguez, Cal EPA; and Karen Ross, CDFA. A blue vertical bar on the right side of the page features the "TA" logo.

The Council

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Council Member Biographies

Please click on each picture to view their bio.

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Remember a note of that you have been using previously is needed to change the order.



one should consider the overall impact of the system on the environment.

Kate White

**Deputy Secretary of Environmental Policy
and Housing Coordination**

California State Transportation Agency

kate.white@calsta.ca.gov

(916) 324-7505

