

California Transportation Plan Assessment (AB 285)

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How we got where we are, and what it means for change

- Over a century of investments in streets and highways designed for go-anywhere access and speed in motor vehicles
- Public funding for other modes hard fought and much smaller amounts
- Agencies and funding programs continue to be heavily focused on streets and highways
- New goals necessitate changes in organizations, funding, mandates

Transportation plans : strong long-term visions, but blurry on next steps

18 MPO Plans



City and County Plans

CALTRANS AND OTHER STATEWIDE PLANS AND RESOURCES

<p>Climate Change, Emissions, and Resiliency</p>	<ul style="list-style-type: none"> • Climate Change Scoping Plan • Mobile Source Strategy • SB 150 Report • California's 4th Climate Change Assessment • California's Climate Future: The Governor's Environmental Goals and Policies Report • Climate Action Program Reports • Integrated Energy Policy Report • State Implementation Plan • Caltrans District Vulnerability Assessments • Safeguarding California
<p>Natural Resources</p>	<ul style="list-style-type: none"> • California Water Plan • Water Resilience Portfolio • Statewide Wildlife Action Plan • California Essential Habitat Connectivity Studies • SWAP Transportation Planning Companion Plan • Advanced Mitigation Guidelines
<p>Quality of Life and Public Health</p>	<ul style="list-style-type: none"> • California Statewide Plan to Promote Health and Mental Health Equity & California Wellness Plan • Smart Mobility Framework, Active Transportation, Complete Streets, and Main Street reports
<p>Housing</p>	<ul style="list-style-type: none"> • California Statewide Housing Assessment
<p>Freight and Rail</p>	<ul style="list-style-type: none"> • Sustainable Freight Action Plan • High Speed Rail Authority Business Plan
<p>Safety and Operations</p>	<ul style="list-style-type: none"> • Strategic Highway Safety Plan • Highway Safety Plan • Highway Safety Improvement Plan • Traffic Operations Strategic Plan • Commercial Vehicle Safety Plan • Transportation Asset Management Plan • California Transportation Infrastructure Priorities: Vision and Interim Recommendations

CALTRANS MODAL PLANS



<p>INTERREGIONAL PLAN Interregional Transportation Strategic Plan</p>	<p>Provides guidance for identifying and prioritizing interregional transportation improvements to be funded in the Interregional Transportation Improvement Program (ITIP).</p>
<p>FREIGHT PLAN California Freight Mobility Plan</p>	<p>Identifies freight routes and transportation facilities that are critical to California's economy. The CFMP includes a three-tiered freight project priority list.</p>
<p>RAIL PLAN California State Rail Plan</p>	<p>Establishes a new framework for California's rail network and sets the stage for new and better rail and community connections in the State for the next 20 years and beyond.</p>
<p>AVIATION PLAN California Aviation System Plan</p>	<p>Provides a basis for implementing the State Aeronautics Act and identifies the Division of Aeronautics' role in Caltrans' mission, vision, and values.</p>
<p>TRANSIT PLAN Statewide Transit Strategic Plan</p>	<p>Helps the state and its partners gain a better understanding of present and future roles and responsibilities to support public transportation.</p>
<p>BIKE & PED PLAN California Bicycle & Pedestrian Plan</p>	<p>A policy plan to support active modes of transportation and create a framework that increases safe bicycling and walking for enhanced connectivity with all modes of transportation.</p>

Many Other Plans



thousands of pages!

MPOs :
a larger mandate in CA
than in most other
states, but limited
authority and
resources to implement
key plan elements

MPO plans and Sustainable Communities Strategies are key to state and regional goal attainment

BUT the regional plans rely on:

- Zero emission vehicles
- Substantially increased transit service and use
- Local govt. land use planning and zoning changes and development approvals for more walkable, bikeable, transit friendly development
- Pricing policies that internalize costs of automobility
- Business and consumer acceptance of the above

RESULT: slow change requiring significant cooperation, consent

The complex institutional structure for transportation in California makes it difficult to figure out who is responsible for delivering performance outcomes.

Federal



[Federal Highway Administration](#)
[Federal Transit Administration](#)
[Federal Rail Administration](#)

State of California



California Transportation Commission



CALIFORNIA High-Speed Rail Authority



CALIFORNIA STRATEGIC GROWTH COUNCIL

Regional/Local



Financing: heavily focused on streets and highways

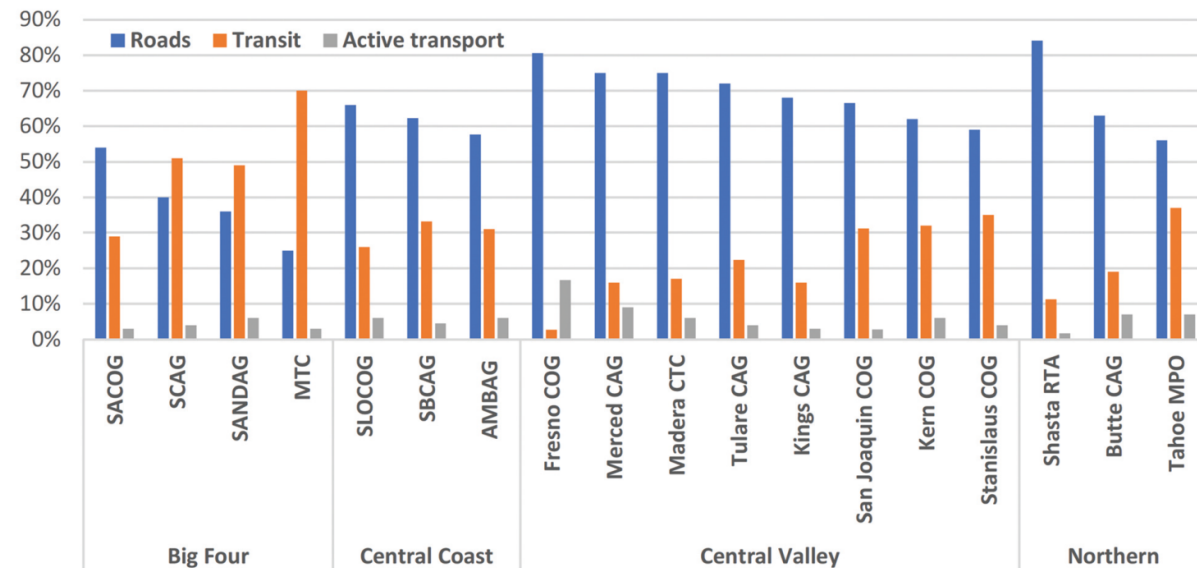
State of good repair is increasing share of programmed dollars.

New lane-miles are still being built.

Many funding **programs and projects do not explicitly address key CTP goals**, such as combatting climate change and improving equity. Programs were established and projects were **“in the pipeline” before these goals were fully considered.**

AB 285 programs: innovative, climate and equity friendly, but ~2% of funds

Most MPO spending also focuses on streets and highways



The result: a gap between the climate-friendly and equitable vision for California transportation and the reality that investments emphasize automobility.

Some of the consequences:

- In danger of missing climate targets - looming disaster
- Failing to meet national ambient air quality standards - health suffers
- Community burdens and unequal access – equity suffers
- Missing opportunities for more sustainable economic development
- Missing opportunities to improve the quality of life for all Californians by actually implementing our ambitious plans

The good news: Many existing funding programs have the legal flexibility to adjust spending to meet California's shared policy priorities.

Strategies for flexibility

- Search for alternative ways to achieve ends (alternative modes, new mobility services, more effective operations, price signals,)
- Prioritize projects that meet policy goals for early action
- Provide matching funds to high priority projects

Concerns about flexibility

- Too flexible: may not offer clear direction or meet all goals
- Reconsideration could trigger CEQA and delays - concern may be exaggerated
- Bigger issue: Promises made: may lead to changes that some see as upending previous commitments and undermining trust - hard work needed to reach agreement on the specific actions needed

We have ways forward that can better align transportation spending with the full set of state goals.

Several of the state's MPOs are effectively using discretionary funds to incentivize local actions that comport with state goals.

Climate Action Plan for Transportation Investment (CAPTI) takes steps in a positive direction.

The proposed state budget increases funds for green, equitable transportation options.

We can use new federal infrastructure funds in ways that assure that climate and equity goals are met .

Five Key Recommendations

Align
funding w/
goals

Align transportation funding with state goals.

Update
plans

Update, organize, streamline state plans. Evaluate a fiscally constrained alternative.

Reevaluate
“pipeline”

Reevaluate projects in the pipeline – prioritize those that match state goals and revise or reconsider projects that create barriers to goal attainment.

Enable
MPOs

Enable MPOs to implement their SCSs by providing them with the tools they need to implement their plans - carrots and sticks.

Clarify
state roles

Clarify the roles of state agencies with transportation responsibilities to increase transparency and efficacy.

Keep
working!

(More work be done - see our five white papers for many more proposals!)

Additional studies - from stakeholder comments

- Calculate cost to bring transit to a competitive level of service
- how to cover the costs of high-quality transit operations
- More research on ZEV
- success stories on achieving safety, handling heavy truck volumes, reducing congestion without expanding capacity
- Success stories on green , healthy transportation for disadvantaged communities,
- Develop consistent project classifications and consistent data reporting
- Investigate best practices for transportation governance
- Fund and document independent evaluations of programs across the state

We 're ready to help !