California: Smart Mobility 2010: A Call to Action for the New Decade

Date: 2010
State Population: 36,418,499
DOT Road Miles: 15,205; 8.8% of statewide road miles
Weblink: http://www.dot.ca.gov/hq/tpp/offices/ocp/smf.html

What precipitated plan development?

- State mandates
  - 1997: Senate Bill 45: Transportation Funding
  - 1999: Executive Order D-4-99: Invest for California – Strategic Planning for California’s Future Prosperity and Quality of Life
  - 2000: Assembly Bill 2928 Chapter 91: Traffic Congestion Relief Program
  - 2008: Senate Bill 375: Addressing Greenhouse Gas Emissions from the Transportation Sector via Regional Transportation Plans
  - 2008: Amendments to Sections 65040.2 and 65302 of the California Government Code

- This is a long-term visioning document for Caltrans; it is not a policy document
- Result of a 2007-2008 EPA Smart Growth Implementation Grant
- Associated efforts (mentioned in plan)
  - Regional Blueprint Planning Program: 5 regional plans are summarized (SCAG, SACOG, SANDAG, San Joaquin Valley, and the Bay Area)
  - California Interregional Blueprint (to be developed)
    - Will inform the creation of CTP2040
  - Caltrans Deputy Directive 64-R1: Complete Streets: Integrating the Transportation System
  - Caltrans Deputy Directive 98: Integrating Bus Rapid Transit into State Facilities
  - Safe Routes to School
  - Caltrans Director’s Policy 22: Context Sensitive Solutions
  - California Air Resources Board Scoping Plan (response to AB 32)

How was the plan developed?

- Steering Committee (“Project Management Team”)
  - Roughly half internal, half external
    - Caltrans divisions/programs represented
      - Planning and modal programs
      - Presidio parkway public private partnership program
      - System planning
      - Community planning
      - Transportation planning
    - Others represented
      - University faculty
• Other state agencies (planning and research, housing and community development, and business, transportation, and housing)

• Subcommittees
  o EPA Subcommittee: role in plan development is unclear
  o Consultant Team: role in plan development is unclear
    ▪ American Institute of Certified Planners
    ▪ Engineering and planning consulting firms

• Stakeholder outreach
  o Public outreach methods: relied on stakeholder workshop (described below) and public comment period on draft plan
  o Other outreach methods (private sector, research community, and other government agencies)
    ▪ Stakeholder workshop: A two day workshop hosted by Caltrans to define Smart Mobility and its guiding the principles. Held in fall 2008.
      • Caltrans divisions represented
        ▪ Planning and modal programs
        ▪ Transportation planning
      • Others represented
        ▪ EPA
        ▪ Private sector (largely ICF International)
        ▪ American Institute of Certified Planners

What does the plan include?

• Goals, objectives, policies, and strategies

  _Note: The plan contains no objectives, although discussion of policies is included (not presented here; see summary table)_
  o Organized by the guiding principles of Smart Mobility (Location Efficiency, Reliable Mobility, Health and Safety, Environmental Stewardship, Social Equity, and Robust Economy)
    ▪ **Goal 1**: Integrate transportation and land use in order to achieve high levels of non-motorized travel and transit use, reduced vehicle trip making, and shorter average trip length while providing a high level of accessibility.
    ▪ **Goal 2**: Manage, reduce, and avoid congestion by emphasizing multi-modal options and network management through operational improvements and other strategies.
    ▪ **Goal 3**: Provide predictability and capacity increases focused on travel that supports economic productivity.
    ▪ **Goal 4**: Design, operate, and manage the transportation system to reduce serious injuries and fatalities, promote active living, and lessen exposure to pollution.
Goal 5: Protect and enhance the State’s transportation system and its built and natural environment.

Goal 6: Act to reduce the transportation system’s emission of GHGs that contribute to global climate change.

Goal 7: Provide mobility for people who are economically, socially, or physically disadvantaged in order to support their full participation in society.

Goal 8: Design and manage the transportation system in order to equitably distribute its benefits and burdens.

Goal 9: Invest in transportation improvements – including operational improvements – that support the economic health of the State and local governments, the competitiveness of California’s businesses, and the welfare of California residents.

- Indicators
  - Performance measures are grouped by the principles of Smart Mobility and include supporting metrics; see summary table for specific measures and indicators
  - Notes that indicators need to be weighted based on place type; however the plan does not specify how this should be done

How will the plan be implemented?

- Relies largely on the incorporation of the Smart Mobility Framework into the California Interregional Blueprint
  - “Ultimately, implementing this approach will mean using the Smart Mobility principles, place types, and performance measures as the basis for changes to many of the Department’s plans and practices”
- Provides hypothetical examples of implementation at various geographic scales
- Includes an “implementation checklist” that contains a separate set of actions to integrate the Smart Mobility Framework into Caltrans operations
  - Includes objectives and strategies grouped under implementation themes
  - Strategies specify responsible parties and timeframes for implementation
  - Very narrowly focused on capacity building and integration of the Smart Mobility Framework into the policies and practices of government agencies
    - Support the development of Interregional Blueprints
    - Developing performance measures
    - Revising design standards
    - Revising planning and programming procedures to reflect Smart Mobility
- Implementation is largely the responsibility of regional transportation planning agencies

Discussion of Financial Challenges

- No mention of financial challenges faced by Caltrans
- No mention of life cycle cost analysis