- Population 40 million
- Economy 5th Largest in World
- State Transportation Network – 50,000 highway miles, 300+ Transit Agencies, 17,000 Bridges, 400 public use airports
THREE PANDEMICS

COVID-19

INEQUITY

ECONOMIC IMPACT
1. SAFETY
2. MODALITY
3. INNOVATION
4. EFFICIENCIES
5. PARTNERSHIPS/STAKEHOLDER ENGAGEMENT
Priorities

SAFETY

YIELD
Figure 1. Relative VMT per capita by age, 2001 to 2017. Source: FHWA/NHTS
AGING DRIVERS: 65 AND OLDER

WHY?
Improper turning is the top factor for fatal and serious injury collisions of aging drivers. Unsafe speed and automobile right-of-way were other notable contributing factors.

FROM 2008-2017, FATALITIES AND SERIOUS INJURIES OF AGING DRIVERS INCREASED BY 51%
## Household No-Vehicle Ownership: Top 10 Cities

### CA Households No Car
- San Francisco — 29.9%
- Berkeley — 23.1%
- Fresno — 12.4%
- Los Angeles — 12.2%
- Pasadena — 11.4%
- San Bernardino — 11.1%
- Stockton — 10.8%
- Long Beach — 10.1%
- Inglewood — 9.8%
- Sacramento — 8.6%

### US Households No Car
- New York, NY — 54.4%
- Newark, NJ — 40.3%
- Washington, DC — 37.3%
- Jersey City, NJ — 37.1%
- Cambridge, MA — 36.8%
- Boston, MA — 33.8%
- Paterson, NJ — 33%
- Hartford, CT — 32.6%
- San Francisco — 29.9%
- Philadelphia, PA — 29.5%
MODALITY

5 Priorities

- Combatting Climate Change
- Affordable Housing Crisis
- Congestion
- Intersection with Transportation
Intersection with Transportation

Combatting Climate Change

Affordable Housing Crisis

Congestion

Percent of households that spend more than 30% of gross income on housing, 2016

Source (map): St. Louis Federal Reserve GEOFRED
EPA GHG Sources

National-Level U.S. Greenhouse Gas Inventory

- Fluorinated Gases: 3%
- Nitrous Oxide (N₂O): 6%
- Methane (CH₄): 11%
- Carbon Dioxide (CO₂): 81%

Total U.S. Greenhouse Gas Emissions by Economic Sector in 2014:

- Electricity: 30%
- Transportation: 26%
- Industry: 21%
- Agriculture: 9%
- Commercial: 7%
- Residential: 6%

Source: CARB 2018 "California GHG inventory for 2016--by economic sector"
California GHG Sources

- 23% · Industrial
  (includes fuel refineries & cement production)
- 40.1% TRANSPORTATION
  (tailpipe emissions)
- 10% · Electricity
  IN STATE
- 6% · Electricity
  IMPORTS
- 8% · Agriculture
- 7% · Residential
- 5% · Commercial
- <1% · Not Specified

(Source: CARB 2018 "California GHG inventory for 2016--by economic sector")
Executive Order (N-19-19): Highlights

• 5 million zero emission vehicles (ZEVs) by 2030
• Reduce GHGs 40% below 1990 levels by 2030
• 100% of state’s electricity needs from clean energy sources by 2045
Priorities determined by –
• Actions
• Policies
• Resources/Funding
# The Future is ... Florida?

As more Californians reach retirement age, the Golden State will start to more closely resemble what Florida looks like now.

<table>
<thead>
<tr>
<th></th>
<th>Florida 2017</th>
<th>California 2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total population over 65</td>
<td>3.93 million</td>
<td>9.04 million</td>
</tr>
<tr>
<td>Percent of population over 65</td>
<td>19.3%</td>
<td>21%</td>
</tr>
<tr>
<td>Total population over 75</td>
<td>1.76 million</td>
<td>4.38 million</td>
</tr>
<tr>
<td>Percent of population over 75</td>
<td>8.7%</td>
<td>10%</td>
</tr>
<tr>
<td>Ratio of working-age population to seniors</td>
<td>3.1 to 1</td>
<td>2.9 to 1</td>
</tr>
</tbody>
</table>

Source: 2017 American Community Survey, Public Policy Institute of California

Bay Area News Group
How do we integrate all mobility options?
SB 1 Funding Overview

- Invests an average of $5 billion annually
- Funds are split equally between state and local investments
- About $900 million annually dedicated to Mass Transit and Active Transportation projects

Transit: over $750 million
Bike and Pedestrian: $100 million
Local Planning Grants: $25 million
Annual SB 1 Efficiencies

Legislated
Annual Goal: $100 million

2017-18: $123 million
2018-19: $233 million
CTP 2050 Long-Term Goals

**QUALITY OF LIFE & PUBLIC HEALTH**
Enable vibrant, healthy communities

**EQUITY**
Ensure the transportation system fairly distributes benefits across all communities and avoids negative impacts, especially on low-income communities and communities of color who disproportionately bear the burdens of the system

**CLIMATE**
Decarbonize the transportation sector

**SAFETY**
Provide a safe and secure transportation system for all users

**ACCESSIBILITY**
Maximize multimodal mobility and access to destinations for all users

**ENVIRONMENT**
Enhance environmental health and reduce negative transportation impacts

**INFRASTRUCTURE**
Maintain a high-quality, resilient transportation system

**ECONOMY**
Support a vibrant, resilient economy
“Nothing is more dramatically apparent than the inadequacy of transportation in our larger urban areas. The solution cannot be found only in the construction of additional urban highways – vital as that job is.

Other means for **mass transportation** which use less space and equipment must be improved and expanded. **Perhaps even more important, planning for transportation and land use must go hand in hand as two integral components of the**
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