

I-80 CORRIDOR SUMMIT

APRIL 22, 2009



GROWING GREEN

UC Davis Campus
Activities & Recreation Center



9 a.m.

Leaders of Regional Blueprint Planning and transportation policy expert Dan Sperling will discuss emerging opportunities related to the American Recovery and Reinvestment Act, public-private partnerships, the Strategic Growth Council and other public policy developments.

9:30 a.m.

Panelists explore the intersection between AB 32, SB 375, and The American Recovery and Reinvestment Act of 2009.

10:15 a.m.

Proposition 1A pledges \$9 billion to High Speed Rail and the Federal Stimulus package commits billions more. What are realistic expectations for rail along the corridor?

11:15 a.m.

Hear from the state's best examples of tolling and partnerships about integrated financing and how it can help to meet corridor objectives

12:00 p.m.

How is state and local government responding to AB 32 and SB 375? What are the best practices in the field of high density development and local governance?

2 p.m.

WELCOME - CALIFORNIA TAKING THE LEAD : Climate Change, Economic Recovery & the Comprehensive Regional Approach

Summit Host: Seth Miller, UC Davis

Welcome: Mayor Ruth Asmundson, Davis, CA

Moderator: John Barna, AECOM

Dan Sperling, UC Davis Institute of Transportation Studies

Will Kempton, California Department of Transportation

Julia Lave Johnston, Governor's Office of Planning and Research

THE REGIONAL CONTEXT - EARTH, WIND, FIRE AND MONEY: Balancing the Forces that Shape the Future

Moderator: Gregg Albright, California Business, Transportation and Housing Agency

Will Travis, San Francisco Bay Conservation and Development Commission

Larry Greene, Sacramento Metropolitan Air Quality Management District

E. Sean Randolph, Bay Area Council Economic Institute

Break

THE PERIL & PROMISE OF RAIL: Case Studies from the Capitol Corridor to the Sacramento Rail Yard

Moderator: Sharon Scherzinger, Caltrans Division of Mass Transportation

Suheil Totah, Thomas Enterprises, Inc

Dave Kutrosky, Capitol Corridor Joint Powers Authority

Bill Bronte, Caltrans Division of Rail

THE COST OF GOING GREEN

Moderator: John Wolf, Caltrans Division of Traffic Operations

Jim Bourgart, California Business, Transportation and Housing Agency

Derek Toups, San Diego Association of Governments

David Lowe, Transportation Corridor Agencies

Lunch

LOCAL GOVERNMENT AND STATE LAW

Moderator: Senator Mark DeSaulnier, California's 7th Senate District

Mayor Gavin Newsom, City of San Francisco (invited)

Mayor Kevin Johnson, City of Sacramento (Invited)

Senator Darrell Steinberg, President pro Tem, California State Senate (invited)

Adjourn to UC Davis-sponsored Reception at Gunrock Pub

Primary sponsorship for this event is by the California Regional Blueprint Program, which is administered by the California Department of Transportation with transportation planning funds from the Federal Highway Administration



THINK GLOBALLY

PLAN REGIONALLY

ACT LOCALLY



Co-sponsors for this event are the Governor's Office of Planning and Research and the California Department of Housing and Community Development

The I-80 Corridor Summit is co-hosted by the following organizations:





SPEAKER BIOGRAPHIES

GREGG ALBRIGHT has over 32 years of experience in State government service within planning, project management, operations and policy development. Most of Gregg's career emphasized establishing sustainable infrastructure solutions that reflected community values and upheld environmental stewardship responsibilities. Gregg has had the opportunity to apply these principles in his work within the California Department of Transportation as a District Director and, most recently, the Deputy Director for Planning and Modal Programs. Now with his latest Business, Transportation and Housing Agency appointment as Deputy Secretary for Environmental Policy and Integration, Gregg advises on the broad interconnectivity of environmental and economic issues. He has the opportunity to influence new policy development that balances California's Climate Change and "green" initiatives within the broader context of economic vitality. Gregg remains committed to collaborative processes that build sustainable solutions and protects our quality of life.

JOHN BARNA is vice president for strategic programs at AECOM Transportation. He has responsibility for pursuing large infrastructure program and project opportunities in AECOM's West Region, which encompasses California, Nevada, Oregon, Washington, Alaska, Hawaii, and Guam. Most recently Barna was executive director of the California Transportation Commission, an independent state commission that is responsible for programming and funding several billion dollars annually for transportation projects in California in partnership with regional transportation agencies and the California Department of Transportation. The Commission is also responsible for advising the California Secretary of Business, Transportation and Housing Agency and the California Legislature on key transportation policy matters. Prior to the Commission, Barna was deputy secretary for transportation at the California Business, Transportation and Housing Agency. He was responsible for transportation policy development and implementation for Governor Arnold Schwarzenegger's Administration in Sacramento. He oversaw such areas as state and federal transportation funding and transportation project delivery. He was integrally involved in the GoCalifornia policy effort, the state's Goods Movement Action Plan, and the development of the transportation elements of the Governor's Strategic Growth Plan. Before that, Barna was president of his own transportation consulting firm assisting businesses, coalitions, associations, and governmental agencies to plan, program, fund, and implement major transportation infrastructure projects. Clients included Catellus Corporation, DMB Realty, City of El Segundo, Gateway Cities Council of Governments, Hearst Corporation, Lewis Operating Company, Long Beach City College, Los Angeles Dodgers, Los Angeles Metro, and the Walt Disney Company. He is a graduate of Northwestern University.

JIM BOURGART was appointed in April 2006 by Governor Arnold Schwarzenegger as the Deputy Secretary for Transportation and Infrastructure in the Business, Transportation and Housing Agency. Prior to joining the Administration, Jim was a government relations manager and transportation planner for a major transportation engineering firm for 15 years. Previously, Jim also worked for the Bay Area Council, a regional business association, for the California State Legislature, and the U.S. Environmental Protection Agency. He also served as a Mayoral appointee to the board of directors of the San Francisco Municipal Transportation Agency. He has degrees in Political Science from Columbia University and Stanford University.

WILLIAM D. (BILL) BRONTE serves as Chief of the California Department of Transportation's (Caltrans) Division of Rail. In this capacity, he is responsible for the program management, administration, and marketing of two the three State-supported Amtrak services in California and providing program oversight of the third service. These state-supported services are the Pacific Surfliner operating between San Diego and Santa Barbara and the San Joaquin service operating between Bakersfield and Oakland/Sacramento. The third state supported service is the Capitol Corridor connecting Sacramento and San Jose which is funded by the State but managed by the Capitol Corridor Joint Powers Authority. The Pacific Surfliner, Capitol Corridor, and the San Joaquin corridor services are the 2nd, 3rd, and 6th busiest intercity rail corridors in the nation. In addition to the management and administration of the State's contracts with Amtrak, Caltrans' Division of Rail is responsible for the evaluation and development of potential intercity rail services, management of intercity rail capital projects on the BNSF and Union Pacific railroads, acquisition of new rail rolling stock, rehabilitation and re-building of the state owned rail equipment, and implementation of the Department's grade crossing safety programs. A 30 year Caltrans veteran, Bill has served in a variety of other positions within the Department, most related to the programming and financing of rail capital projects and operations. Bill holds a BA in Economics from California State University, Sacramento.

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LARRY F. GREENE is the Executive Director of the Sacramento Metropolitan Air Quality Management District. Larry has a Bachelors Degree in Science Education from NC State University, and Masters Degrees in Logistics Management from Florida Institute of Technology and Human Resources Education from Boston University. He is a Past-President of the California Air Pollution Control Officers Association (CAPCOA) and serves as a permanent member on the CAPCOA Board of Directors. He serves on the National Association of Clean Air Agencies (NACAA) Board of Directors as Co-Vice President and Co-Chair of the Global Warming Committee.

JULIA LAVE JOHNSTON is a Senior Planner in the Governor's Office of Planning and Research (OPR). She focuses on land use and community planning policy and is currently involved in state's Blueprint Planning Program, climate change activities, updating OPR's General Plan Guidelines, and is currently coordinating the Strategic Growth Council. Previous positions include Senior Policy Analyst at the California Research Bureau (CRB) and Project Manager with the Local Government Commission (LGC). She has work experience in public outreach and education, community nonprofit organizations, local political campaigns, bookstores, and she has done a stint as a barista. In her spare time, Julia is the Section Director of the Sacramento Valley Section of the American Planning Association (APA), a Brownie Troop Leader, cochair of her neighborhood association's childrens committee, and works to promote a grant program that she cofounded at the University of Oregon called the Catalyst Award, which encourages planning and public policy students to make the world a better place.

DAVID LOWE is the Director of Design and Construction for the Transportation Corridor Agencies. Dave has been on staff with the TCA for eight years and previously worked for the Construction Engineering Manager for the San Joaquin Hills Toll Road. Prior to working on the toll roads, he worked with developing infrastructure for planned communities including Mission Viejo and Aliso Viejo. He is a California registered Civil Engineer and a member of the American Society of Civil Engineers.

WILL KEMPTON was appointed as the Director of the California Department of Transportation (Caltrans) by Governor Schwarzenegger in November 2004. He is responsible for managing the State's Transportation System stretching from Mexico to Oregon and from the Pacific Ocean to Nevada and Arizona. He oversees an annual operating budget of more than \$13.8 billion and about 23,000 employees. He began his career in transportation with Caltrans in 1973. He held several management positions where he developed a broad understanding of transportation programs and policies at all levels of government. In 1985 he became the Executive Director of Santa Clara County Traffic Authority in San Jose, California. He translated his knowledge of transportation programs into the production arena as the Executive Director and led a successful effort to complete a voter-approved sales tax program to fund congestion management in the Silicon Valley. The sales tax program he managed is widely viewed as one of the most successful ever undertaken in the State, resulting in the delivery of highway improvements worth nearly one billion in less than 10 years. In 1992 Kempton became a lead partner of Smith, Kempton & Watts, a consulting firm handling major transportation infrastructure project involving hundreds of millions of dollars for both public and private sector clients throughout the State of California. As a consultant he was well known for his innovative and consensus-building solutions to financial, community, environmental and transportation planning issues. In January 2003, he joined the City of Folsom as Assistant City Manager, Community Services. He was responsible for overseeing the operations of the City's Community Development, Neighborhood Services, Parks and Recreation, Utilities, and Public Works departments. Prior to his appointment as the Director, he served as a City Parks and Recreation Commissioner for eight years. Kempton has a three-part philosophy of efficiency, partnership and customer service tailored to create an excellent and responsive government organization.

DAVID KUTROSKY has over twenty (20) years of extensive multi-modal transportation engineering, planning, and financing experience. He is currently the Deputy Director for California's Capitol Corridor Joint Powers Authority (CCJPA), the agency responsible for intercity passenger rail service between San Jose – Oakland/San Francisco – Sacramento/Auburn. David's duties include operations and strategic service planning, capital programming, customer service, budget and contract administration, public and legislative affairs, and marketing. Prior to his current duties, David was in the Planning Department at BART and oversaw BART's planning efforts to develop regional passenger railroad service, which lead to BART's role as managing agency to the CCJPA. He started his career as a consultant in traffic engineering, transit operations planning, and airport planning and design. He has a bachelor's degree from University of California, Los Angeles and a master's degree from University of California, Berkeley.

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SETH MILLER currently serves as a Senior Consultant to the California Regional Blueprint Planning Program. His work focuses on balancing stakeholder input and public policies related to comprehensive regional planning efforts. He is a nationally recognized leader in the areas of social entrepreneurship, regional planning, and land use. Seth has facilitated dozens of public workshops throughout the state to design programs that increase environmental benefits while reducing congestion and expanding economic opportunity for low-income communities. Formerly, he worked with the California Center for Regional Leadership directing the Strategic Growth Program to enhance growth planning policies and practice statewide. He co-authored The California Regional Quality of Life Indicators Report in 2003, The California Story Report in 2004, The Challenge of California's Housing Supply and Affordability Crisis in 2005, and numerous other publications related to public infrastructure policy and practice. Seth has 15 years of experience in community development, infrastructure investment policy, and resource planning. He was co-founder of the Rocky Mountain Youth Corps in Taos, New Mexico and served as Executive Director of ASAP Online and NetDay - two social ventures designed to address the economic sustainability in Oakland, California. He has served on numerous regional and local boards and currently serves Board Member for Root Cause Institute, Management Team Member for ClimatePlan, and Strategic Advisor for Technology Against World Blindness.

SEAN RANDOLPH is President & CEO of the Bay Area Council Economic Institute, a public-private partnership of business, labor, government and higher education that works to foster a competitive economy in California and the Bay Area, including San Francisco, Oakland and the Silicon Valley. The Economic Institute produces authoritative analyses on major economic policy issues, including infrastructure, globalization, energy, science & technology, and governance, and mobilizes California and Bay Area leaders around targeted policy initiatives. Dr. Randolph previously served as President & CEO of the Bay Area Economic Forum, which merged with the Bay Area Council in January 2008, and as director of international trade for the State of California, where he developed trade strategy and directed international business programs to stimulate exports and introduce California companies to overseas markets. Before service with the state, he was Managing Director of the RSR Pacific Group, an international business consulting firm specializing in Asia and Latin America, and prior to that served as International Director General of the Pacific Basin Economic Council, a 15-nation international organization of leading U.S., Asian and Latin American corporations. His professional career includes extensive experience in the U.S. Government, including U.S. Congress staff, and the White House staff. From 1981-85 he served in the U.S. State Department on the Policy Planning Staff, as Special Adviser for Policy in the Bureau of East Asian and Pacific Affairs, and as Deputy/Ambassador-at Large for Pacific Basin affairs. From 1985-88 he served as Deputy Assistant Secretary of Energy for International Affairs, where he managed nuclear non-proliferation, energy research, and global oil and gas issues. Dr. Randolph holds a JD from the Georgetown University Law Center, a Ph.D. from the Fletcher School of Law and Diplomacy (Tufts and Harvard Universities), a B.S.F.S. from Georgetown's School of Foreign Service, and studied at the London School of Economics. He serves as chairman of the San Francisco Bay Conservation and Development Commission (BCDC), a California state commission that regulates development in and near San Francisco Bay, with the goal of ensuring its environmental integrity and maximum public access. He also represents BCDC on the Regional Agencies Joint Policy Committee and the Regional Airport Planning Committee. Dr. Randolph is a member of the District of Columbia Bar Association, the Council on Foreign Relations, and the Pacific Council on International Policy, and serves on the Advisory Board of the University of San Francisco Center for the Pacific Rim, the President's Advisory Council of Excelsior College (New York) and the External Research Advisory Board of the University of California at Davis. He speaks frequently before business, government and university audiences, and writes for U.S. and international media on global, national, state and regional economic and policy issues.

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SHARON SCHERZINGER has worked for Caltrans for 20 years, both in the district and headquarters, in the areas of: regional and system planning, local development review, Blueprint, air quality, tribal government consultation, transit and better coordination of transportation and environmental activities to speed project delivery. Prior to her current assignment as Division Chief for Mass Transportation, she worked in the Director's Office, for the Deputy Director for Planning and Modal Programs, assisting in the management of the Mass Transit, Local Assistance, Planning, Rail, Aeronautics and Transportation Information Systems programs. Sharon was acting Division Chief for the Division of Transportation Planning. She has also acted as Caltrans Deputy District Director for Planning, Modal and Local Assistance Programs in the Stockton and Marysville offices. Sharon served as the Program Manager with the California Transportation Commission for the \$1.99 billion Proposition 116 Program. She collaborated with local and regional partners to deliver the transit, ferry and bicycle projects. Sharon has been a land use planner for the City of Ventura and the County of El Dorado coordinating residential and commercial development proposals. She graduated from the University of California, Berkeley in Architecture and Economic Geography.

DANIEL SPERLING is Professor of Civil Engineering and Environmental Science and Policy, founding Director of the Institute of Transportation Studies, and interim Director of the Energy Efficiency Center at the University of California, Davis. In February 2007, Governor Schwarzenegger appointed Dr. Sperling to the "automotive engineering" seat on the California Air Resources Board. He is author or editor of 200 papers and reports and 11 books (including Two Billion Cars, Oxford University Press), has served on 11 National Academies committees, was selected as a National Associate of the National Academies, and chairs the Future of Mobility committee of the (Davos) World Economic Forum. He has testified 11 times to the US Congress and California Legislature on transportation and energy issues. Professor Sperling earned his Ph.D. in Transportation Engineering from the University of California, Berkeley (with minors in Economics and Energy & Resources) and his B.S. in Environmental Engineering and Urban Planning from Cornell University. Professor Sperling worked two years as an environmental planner for the US Environmental Protection Agency and two years as an urban planner in the Peace Corps in Honduras.

SUHEIL TOTAH serves as Vice President for Thomas Enterprises, Inc. Totah manages the Northern California office of Thomas Enterprises, Inc. and is responsible for its Northern California projects including the development of the downtown Sacramento Railyards, which is one of the largest urban infill projects in the country. Prior to joining Thomas Enterprises, Inc. in 2005, Suheil was a partner at the international law firm of Morrison Foerster LLP. During his nearly two decades of practicing law, Suheil represented large institutional clients on high-profile development projects. His client list included Lennar Corporation, Bank of America, Chevron Corporation, Wells Fargo Bank and The Shorenstein Company. Suheil has also been involved in numerous complex industrial projects including the sale of refineries and joint ventures involving chemical and gas facilities throughout the Midwest. Together with a team of attorneys, Suheil represented the owners in the acquisition of the San Francisco Giants. Suheil is a full member of the Urban Land Institute and is active with several Sacramento-based non-profit organizations including UC Davis Mind Institute, Families for Early Autism Treatment (FEAT) and St. Hope Corporation.

DEREK TOUPS, AICP is an Associate Regional Planner in the San Diego Association of Governments (SANDAG) Mobility Management and Project Implementation Department. Mr. Toups joined SANDAG in 2003 after working in a similar position with the San Diego Metropolitan Transit Development Board. Since 2003 Mr. Toups has had responsibility for managing SANDAG's award-winning Interstate 15 FasTrak® value pricing program. In this capacity, Derek is currently overseeing SANDAG's implementation of a new electronic toll collection and violation enforcement system on the expanding Managed Lanes. Mr. Toups holds a Masters degree in City Planning from San Diego State University, and is a certified member of the American Institute of Certified Planners. He is also a current member of the Transportation Research Board's Committee on New Public Transportation Systems and Technology.

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WILL TRAVIS is the executive director of the San Francisco Bay Conservation and Development Commission, commonly called BCDC, the state agency that regulates development in the Bay and along its shoreline. With 240 square miles of low-lying land surrounding San Francisco Bay, Will has become a strong advocate for a regional strategy to address sea level rise in the Bay Area. Will has spent most of his professional career working for state coastal management agencies, but he has also worked in the fields of architecture, local planning, private consulting, advertising and public relations. He was a consultant on the first master plan for the East Bay Regional Park District. He spent 12 years at the California Coastal Commission, and has been at BCDC since 1985, first as deputy director and then as executive director since 1995. Will spearheaded the public acquisition of 10,000 acres of privately-owned salt ponds along the northern shore-line of San Francisco Bay to be used for one of the largest coastal wetland restoration projects in California's history. Will has written many articles on coastal issues, has been a lecturer at colleges and universities throughout North America and has provided advice on coastal management to other states and nations. He served a four-year term as a member of the Berkeley city planning commission and was chairman of a special committee that worked with the University of California to formulate a new plan for downtown Berkeley. He serves on the board of directors of SPUR—the San Francisco Planning and Urban Research Association—and the board of trustees of the Bay Area Council Economic Institute, is a member of Lambda Alpha, the honorary society for the advancement of land economics, and has served on the boards of a number of other professional and civic organizations. Will earned Bachelor of Architecture and Master of Regional Planning degrees in 1967 and 1970 respectively, both from Penn State University.

JOHN WOLF is the Assistant Division Chief of the Division of Traffic Operations for the California Department of Transportation. He began his career in the department in the late 1970's in the Division of Mass Transportation. He then became chief of the Office of Traffic Improvement, a statewide initiative to reduce congestion and improve alternatives to single occupant vehicle travel. The Office was in charge of the statewide rideshare program and travel demand management. In 1998 John developed the Transportation System Performance Measures for the 1998 California Transportation Plan. These measures remain the basis for much of the work in California on performance measurement. In the early 2000's John was responsible for continuing the development of concepts for traffic operations strategies and management of the transportation system based on performance data. The resulting Transportation Management System Master Plan, that was a legislative report in 2004, was the basis of the Strategic Growth Plan resulting \$19.9 billion of Prop B funds for transportation. The Concept for Corridor System Management Plans that are essential for the I-80 and other corridor operations and management come from the concepts in the Transportation Management System Management Plan. He has a master's degree from the Catholic University of America in Washington D.C.



Smart Mobility Framework

Fact Sheet



What? U.S. Environmental Protection Agency (USEPA) and their consultant team provided initial technical assistance to Caltrans to develop a "Smart Mobility Framework" that will evaluate transportation options available in California's urban, suburban, and rural areas. Caltrans' proposal was one of 6 applications that USEPA approved from 67 applications they received nationally in 2007. The Office of Community Planning (OCP) in the Caltrans Division of Transportation Planning (DOTP) is the sponsor of this effort.



Why? The "Smart Mobility Framework" will assist with the implementation of multi-modal and sustainable transportation strategies in California. Criteria to be considered in developing this tool will include (but are not limited to): density, design, configuration, connectivity, safety, parking strategies, mixtures of land uses, availability of transit, complete streets (including adequate, integrated bicycle and walking facilities), and open spaces.

How? The first phase of this project used technical assistance provided by USEPA to gather and synthesize data from California, other states, regional agencies, and State Departments of Transportation from across the country. The findings were the basis of a September USEPA team visit where Caltrans staff and other professionals discussed a definition and California-based themes on Smart Mobility for use in California. The second phase of the project will use State Planning & Research funds to develop a framework that will assist Caltrans employees in evaluating proposed transportation plans and projects on how well they comply with the principles of Smart Mobility. Future phases of the project will refine the framework so that Caltrans and other agencies can develop effective screening tools based upon this framework to evaluate their plans and projects.

When? The first phase of the project is complete. A report summarizing the effort can be viewed at <http://www.dot.ca.gov/hq/tpp/>. An interdisciplinary technical advisory team (TAC) guided the project and reviewed the initial interim products as well as the workshop materials. Caltrans divisions and districts as well as State, regional, and local agencies and organizations participated in the September workshop. USEPA and their consultant team conducted the specific meetings, roundtables, and focused dialogs for the project. The entire project is scheduled for completion by early 2010.

Products: A framework of evaluation tools will be provided to develop infrastructure consistent with Smart Mobility principles. Technical assistance with the tools will be available for local and regional agencies as well as for Caltrans plans and projects.

Contact: Chris Ratekin, Project Manager, at (916) 653-4615 or Chris_Ratekin@dot.ca.gov.

Smart Mobility Definition and Principles

Smart Mobility is meeting the transportation needs of people and freight, while enhancing California's economic, environmental, and human resources.

Smart Mobility is an overarching basis for policy formation and action that coordinates and integrates many of Caltrans' existing activities and the activities of other public and private organizations. Smart Mobility rests on strong relationships between Caltrans and other State agencies as well as regional and local organizations.

Smart Mobility Principles

Advancing progress towards State goals for economy, environment and social equity can best be achieved through the four Smart Mobility principles introduced below. To achieve mobility as well as broader societal objectives, these principles must consistently be implemented with a focus on social equity.

1. Location Efficiency: to create an integrated land use and transportation system

Invest in transportation infrastructure and services that support land use patterns which enable high levels of non-motorized travel and transit use, reduced vehicle trip making, and shorter average trip length.

2. Reliability: to manage, reduce, and avoid congestion through operational and strategic actions

Emphasize reliability for all modes in Caltrans' operational and planning activities. Operational strategies will focus on congestion avoidance and reduction.

3. Health and Safety: to improve public health and reduce serious injuries

Health and safety groups bring together concerns from different but related parts of the health spectrum. Positive outcomes relating to multiple health concerns can be reached through various strategies, such as incorporating walk/bike access and pollutant exposure criteria into school siting decisions.

4. Stewardship: to protect and enhance all of California's resources

Three dimensions of stewardship reflect the different resources that the Department's activities should protect and enhance--the State's transportation assets, California's built and natural environments, and climate and energy sustainability.



Brief Overview of Senate Bill 375

Prepared by Caltrans
HQ Division of Transportation Planning

With transportation sources contributing approximately 40 percent of the greenhouse gas (GHG) emissions in the state, Governor Schwarzenegger signed a landmark bill, Senate Bill (SB) 375 on September 30, 2008.

SB 375 is the transportation portion of the overall effort to reduce California's GHG emissions to 1990 levels as required in Assembly Bill (AB) 32. SB 375 moves forward to address GHG emission reductions, and other growth associated issues effecting California residents.

To reduce their overall regional GHG emissions, SB 375 establishes a wide range of new planning requirements for each of the 18 Metropolitan Planning Organizations, or MPOs, in California. By September 2010, the California Air Resources Board (CARB), through an appointed Regional Targets Advisory Committee (RTAC), will develop GHG emission reduction targets for cars and light duty trucks within each of the MPOs' boundaries. Cars and light duty trucks account for 50 percent of air pollution and 70 percent of the petroleum consumption in California. The MPOs, through their planning processes, then prepare plans to meet these regional GHG reduction targets.

To outline their plan to reduce their regional GHG emissions, each MPO prepares either a Sustainable Communities Strategy (SCS) or an Alternative Planning Strategy (APS). The MPO prepares a SCS if it is able to achieve the regional GHG emission target set by the CARB with the anticipated funding resources they have available. The SCS will then be a part of the MPOs Regional Transportation Plan (RTP). The RTP is a long range planning document with a 20-plus year horizon. Or, if it is determined the GHG emission target cannot be met with the MPOs current or planned financial resources, or realistic land use strategies, an Alternative Planning Strategy (APS) will be prepared. The APS is not part of the MPOs RTP.

Through their planning efforts, MPOs will incorporate methods encouraging the reduction of residents' car use. Efforts to increase use of alternative transportation, such as transit, bicycles or walking will be refined and refocused. Similar to the MPOs' preparation of their regional Blueprint Plans, SB 375 requires the MPO to look at the region as a whole. This includes future land use patterns, future commercial and residential development, and the future transportation system to support future needs.

SB 375 also specifies that transportation projects funded by local sales tax funds are exempt from SB 375 requirements if the sales tax measure was on the ballot prior to December 31, 2008, or if the voters have approved a sales tax measure prior to December 31, 2010.

To help facilitate the use of alternative forms of transportation, new residential development should be focused on the more concentrated areas of a city. New residential in-fill development that is concentrated within existing city boundaries, such as a downtown area, is more expensive than building on the city outskirts or in open spaces. SB 375 addresses this by providing relief from certain CEQA requirements, and should make in-fill development more competitive.

Additional information on SB 375 is available at:

ARB Website

<http://www.arb.ca.gov/cc/sb375/sb375.htm>

Caltrans Website

<http://www.dot.ca.gov/hq/tpp/offices/orip/sb375.html>



OFFICE OF THE MAYOR

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April 22, 2009

Greetings,

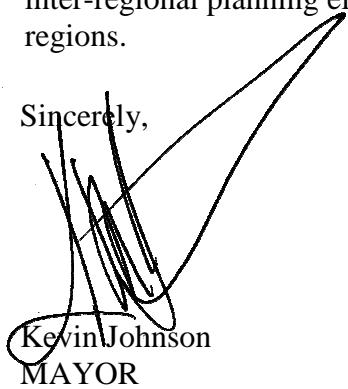
In the years ahead, northern California is going to add millions of new residents. In the Sacramento region alone, we're expecting another one million people by 2035. This means adding over 500,000 new homes and 500,000 new jobs — a great promise for our economy, but also a challenge for maintaining the quality of life in our communities.

We now know that transportation and land use are closely linked, and how we grow impacts how we move. By planning regionally and inter-regionally, we can emerge with more vibrant communities and keep people and goods flowing through our major travel corridors. Increasing intercity rail service, adding high-speed rail, and using technology to make our roads and highways function more efficiently are some of the opportunities that will help.

Now is the time for planning and implementing blueprints for smart growth and development. We must also plan to preserve our open space and agriculture. The regional Blueprint for growth is critical. Since 2004, the 28 local governments in the Sacramento region linked land use and transportation planning to accommodate more people on less land. By thinking about how we shape our communities beyond the horizon of our general plans, we've created more dynamic cities and towns that can support more transportation and housing options.

With Senate Bill 375 now signed into law, California has the potential to reshape growth statewide. At its core, SB 375 helps regions think bigger, coordinate infrastructure and align their community priorities. Today's I-80 Corridor Summit is a step toward broader inter-regional planning efforts for the long-term goals of the Sacramento and Bay Area regions.

Sincerely,



A handwritten signature in black ink that reads "Kevin Johnson" followed by "MAYOR" in a smaller circle.



April 22, 2009

Regional leaders,

Welcome to the I-80 Summit. This event advances an essential dialogue in our state about how to achieve our goals of protecting the environment and improving the quality of life of our residents through smarter land use planning. Our common goal represents a great challenge: How to build a new vision for growth in California that combats climate change and benefits all who live here.

California officials demonstrated great environmental leadership this decade by passing AB 32 and establishing the most aggressive greenhouse gas reduction targets in the nation. Meeting these unprecedented targets requires innovative land use planning. Simply put, we must change California's past and current land use patterns that have resulted in 41 percent of the state's greenhouse gas emissions coming from transportation.

In San Francisco, decreasing transportation-based emissions is a critical part of our climate protection efforts. Our strategy involves facilitating the construction of 15,000 new units of housing before 2011—centered around transit corridors—and improving our public transportation to adequately service these new residents. As part of these efforts, we look forward to doubling our city's bicycle network by the end of 2010 and building key new public transportation hubs such as the Transbay Terminal and Central Subway.

While the efforts of cities like San Francisco will have a positive impact on California's overall auto-related emissions, unless smarter growth patterns emerge throughout the State that locate new housing near jobs and public transportation, greenhouse gas pollution from transportation will actually worsen.

Senate Bill 375 and planning tools such as regional blueprints have greatly advanced effective regional planning and decision making. These policy instruments, and conversations like the one taking place today, help our state to manage growth in an inclusive, thoughtful and results-oriented way. What results will be improved lives: increased housing choices, shortened commutes, protected farmland and open space, lessened public infrastructure costs, and reduced air pollution.

Thank you for your leadership to date and I look forward to working together to advance these important shared goals.

A handwritten signature in black ink, appearing to read "Gavin Newsom".

Gavin Newsom
MAYOR

Strategic Growth Council Objectives



Strategic Growth Council Objectives

In September 2008 Governor Arnold Schwarzenegger signed SB 732, creating the Strategic Growth Council. The Council is a cabinet level committee that is tasked with coordinating the activities of state agencies to:

- improve air and water quality
- protect natural resource and agriculture lands
- increase the availability of affordable housing
- improve the transportation system
- promote public health
- assist state and local entities in the planning of sustainable communities and meeting AB 32 goals

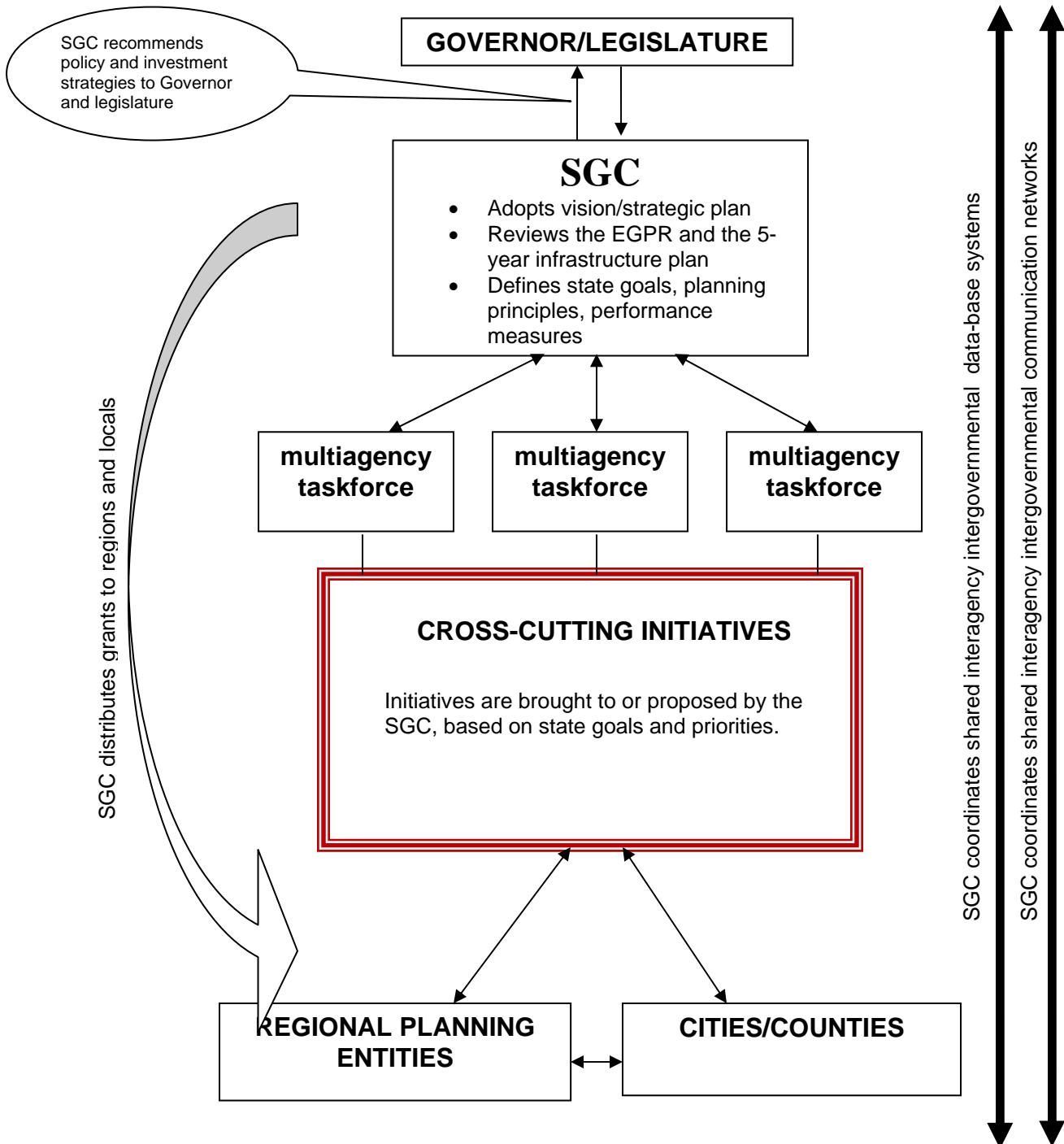
Strategic Growth Council Upcoming Tasks

- Develop and manage two Proposition 84 grant programs:
 - \$90 million for regional and local planning
 - \$70 million for urban greening
- Review and comment on the California State Five Year Infrastructure Plan and the Governor's Environmental Goals and Policy Report (EGPR)
- Provide, fund, and distribute data to local governments and regional agencies for the planning and development of sustainable communities.

Council materials are available at www.sgc.ca.gov

Concept Diagram for Strategic Growth Council

Coordinating State Policies and Programs and Other Statutory Duties





Bay Area Council Economic Institute

The Bay Area Council Economic Institute is a public-private partnership of business, labor, government and higher education that works to support the vitality and competitiveness of California and the Bay Area economies. Its work builds on the twenty-year record of economic analysis and policy leadership of the Bay Area Economic Forum, which merged with the Bay Area Council in January 2008. The Association of Bay Area Governments (ABAG) is a key institutional partner. The Economic Institute also supports and manages the Bay Area Science and Innovation Consortium (BASIC), a partnership of Northern California's leading scientific research organizations.

Through its economic and policy research and partnerships, the Economic Institute addresses major issues impacting the competitiveness, economic development and quality of life of the region and the state, including infrastructure, globalization, science and technology, and governance. By providing fact-based economic analysis, and by convening leaders from diverse communities and sectors, the Institute provides the intellectual infrastructure for policy initiatives that impact the competitiveness of the state and regional economies. Recent Institute priorities have included: reforming California's electricity markets; using public-private partnerships to expand California's infrastructure; state budget reform; the design of California's international trade and investment programs; human capital; building bridges to key global partners such as China, Canada and India; advancing policies that support technology and business innovation; advancing the Bay Area's leadership in renewable energy technology; bringing new research funds and programs to the Bay Area; and economic education.

The Institute's Board of Trustees, which oversees the development of its products and initiatives, is composed of leaders representing business, labor, government, higher education, science and philanthropy.

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URBAN LAND USE AND TRANSPORTATION CENTER (ULTRANS)

UNIVERSITY OF CALIFORNIA, DAVIS

Better land use management and reduced vehicle travel can lower energy use and improve the environment. To achieve climate goals, California recently enacted new laws that require such action; other regions will likely follow suit. But how can vehicle use actually be reduced? And how much reduction is possible and desirable? Those questions inspired the creation of the Urban Land Use and Transportation Center (ULTRANS).

ULTRANS aims to support the design and implementation of new land use and vehicle demand policies through research, education, and public outreach. The Center's results-oriented research illuminates the relationship between land use, transportation, and the environment. Models and methods developed at ULTRANS will support the development of policies that encourage sustainable cities and regions.

Researchers at ULTRANS are as interdisciplinary as the issues they address. Researchers and graduate students have advanced training in a range of disciplines including urban planning, transportation engineering, integrated urban modeling, urban economics, political science, and ecology.

ULTRANS is administered by the UC Davis Institute of Transportation Studies (ITS-Davis) in affiliation with the UC Davis Information Center for the Environment (ICE) and in partnership with researchers at UC Berkeley.

Research

ULTRANS researchers investigate the intricate relationships between land use, transport infrastructure, government policy, and choices that people make. Our results shed light on important policy questions such as the effect of local policies on transport energy demand, relationships between economic development and environmental impacts, neighborhood designs that encourage walking and biking, and factors that lead communities to adopt sustainable policies and design elements. Our work falls into five research tracks:

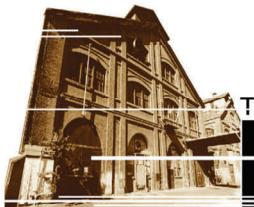
- Urban Transportation-Land Use-Economic Modeling
- Determinants of Travel Behavior
- Analysis of Land Use and Transport Policy
- Determinants of Local Environmental Policy Adoption
- Effects of Urban Development on the Environment

Education

ULTRANS will help train the next generation of leaders in urban research and policy development. Affiliated students have opportunities to participate in research and outreach on critical issues in addressing climate change.

Outreach

Extending research findings beyond the university is a top priority for the Center. Information will be disseminated through professional education and service to all levels of decision making bodies and practitioners. ULTRANS currently offers modeling advice and support to the California Department of Transportation, as well as four major Metropolitan Planning Organizations and fourteen smaller Councils of Government in California.



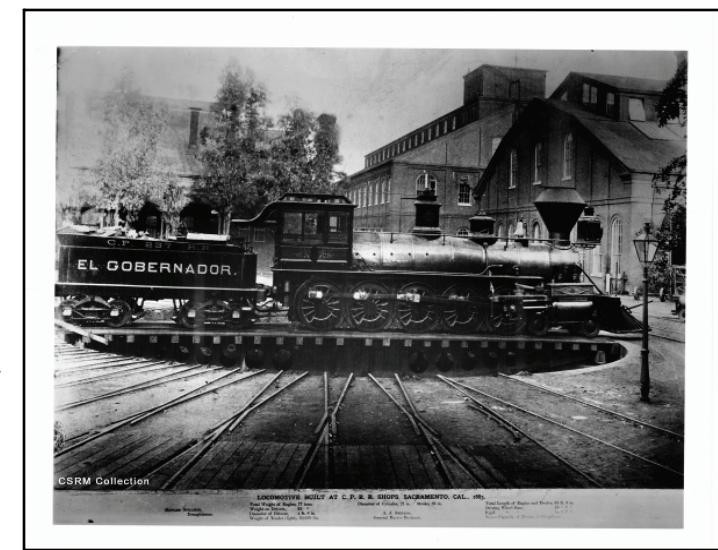
THE

RAILYARDS

CELEBRATING SACRAMENTO'S FUTURE AND PRESERVING ITS PAST

An Urban Renaissance

Once home to the famous transcontinental railroad, Sacramento is on the verge of a 21st century renaissance that will propel the Capital City into national prominence. The Railyards redevelopment project proposed by Thomas Enterprises will recast an enormous 240-acre urban site, which at one time was the largest industrial site west of the Mississippi. Located just north of downtown and east of the Sacramento River, The Railyards is approximately the size of the existing downtown business district and is destined to revitalize the greater Sacramento region. The unused historic site will be transformed into a vibrant urban community combining retail, housing, intermodal transportation, waterfront, office and entertainment venues.



Pictured above: *El Gobernador* in 1883 on the turntable at the Sacramento Railyards Central Shops

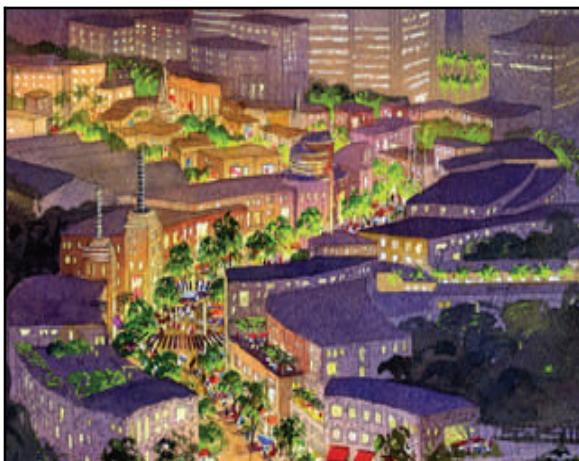
Smart Growth / Environmental Benefits

As one of the largest urban infill projects in the nation, The Railyards will convert Sacramento's downtown brownfields into a thriving new center of industry and commerce. The Railyards will help preserve agricultural land and reduce vehicle miles traveled. The Railyards design incorporates LEED principles and innovative energy solutions, including solar energy. The Railyards will promote development and create open space in a highly populated urban area emphasizing mixed-use housing. Accessible public transportation including light rail, busses, trains and bike trails will help to reduce air pollution. The preservation of the historic Central Shops will allow regional visitors to experience the unique architecture and re-use of the venerable structures.

Economic Prosperity

Construction at The Railyards project will result in a \$9.4 billion dollar boost to the regional economy over the next fifteen years according to a study by Philadelphia-based Public Financial Management Group (PFM). In addition, the build-out of the project will create approximately 78,000 full and part time construction jobs and approximately 20,000 permanent jobs. The Railyards will generate additional property and sales and hotel tax revenue. The sales tax revenue alone is projected to double the current sales tax base for the entire City of Sacramento.

PROJECT HIGHLIGHTS



Fifth Street at Night

facilitate and support the growing transportation needs of the region, including Amtrak's third busiest route in the nation, the popular Capitol Corridor. By 2025, it is projected that 15 million passengers will use the SITF annually.

Cultural and Historic Venues

The project features the preservation and re-use of seven notable historic brick structures known as the Central Shops, which were built by the railroad beginning in 1868. Like the newly-renovated Ferry Building Marketplace in San Francisco, one of the historic buildings will be transformed into a public marketplace. The district will also feature museums, exhibit space and a regional performing arts and education center with easy access to nearby art galleries, jazz clubs and outdoor restaurants.

Retail Offerings

Incorporating the look and feel of an urban village, The Railyards will feature one and two stories of retail and entertainment facilities with loft-style housing and office space nestled above. Connecting plazas, complemented with native plants and dancing fountains will allow access to enticing shops and larger appealing retail venues. Wide sidewalks will facilitate the flow of pedestrian traffic to other amenities including a day spa and health club and a nearby boutique hotel.

Housing

The Railyards will offer up to 12,000 mixed-use high density housing units, including town homes, affordable housing, apartments and condominiums. The northeast portion of The Railyards will include a park like green belt with water features where residents can meet, shop, eat and relax.

Transportation

The city plans to construct a new Sacramento Intermodal Transit Facility (SITF) along with a new track alignment featuring light rail, rail and bus connections, freight services and pedestrian linkages on the south end of the property. This will greatly



Central Shops Marketplace

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For more information, please visit our project web site at:

www.sacramentorailyards.com



CAPITOL CORRIDOR

THE PROMISE OF RAIL
Capitol Corridor Intercity Rail Service:
Agent of Change

"I-80 Corridor Summit"

Presented by:
David B. Kutrosky
CCJPA Deputy Managing Director

Davis, California April 22, 2009

What is Capitol Corridor?

- 170-Mile Intercity Passenger Rail Service Connecting Sierra Foothills, Sacramento, the San Francisco Bay Area and Silicon Valley/San Jose
- Train Service Plan:
 - Current: 32 Trains (Mon. – Fri.); 22 Trains (Sat, Sun and Holidays)
- Connecting buses:
 - Reno, South Lake Tahoe, Monterey, Santa Cruz, Santa Barbara
- Partnership among CCJPA, Caltrans, Amtrak, and Union Pacific



Capitol Corridor Train and Connecting Services

- Capitol Corridor (Red line)
- Motorcoach Service (Green line)
- BART (Blue line)
- San Joaquin Route (White line)
- Staffed Station (Circle with dot)
- Unstaffed Station (Circle with cross)

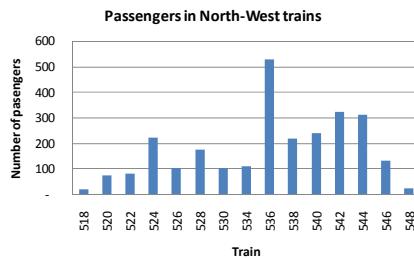
CAPITOL CORRIDOR

What is the CCJPA?

- Management team overseeing the service
 - Service Levels/Performance Standards
 - Funding Agreements
 - Fare policy
 - Station/Equipment cleanliness
 - Customer Service
- Partnership among six local transit agencies in the 8-county service area
 - BART provides administrative staff
 - Coordination with other member agency staff
- 16 Board of Directors: 2 from each of the 8 member counties

Riding the Capitol Corridor train

- Average trip time is 69 minutes
- Average distance is about 69 miles
- Now about 5,000 to 7,000 riders per day



- Average household income per rider: \$93,700.
- Approximately 55% of all passengers are business travelers vs. 45% discretionary/recreational

A Track Record of Performance

TEN YEARS OF CCJPA MANAGEMENT CAPITOL CORRIDOR PERFORMANCE SUMMARY				
	Service Level	Ridership	Revenue	Revenue To Cost Ratio
FY 2008	32 daily trains	1,694,000	\$23.4 million	53%
(PRE-CCJPA) FY 1998	8 daily trains	462,000	\$6.25 million	30%
FY '98 -'08 Ten Year Improvement	300% 270% 274% 77%			

On-time service delivery to riders: varies 86%-90%

How has this success been accomplished?

By Building a partnership....



With Passengers: Frequency & reliability

“CC Riders”

With Amtrak: Professional operations expertise



With Union Pacific: Communication & funding



Intercity Passenger Train Corridor

- Frequency of trains: Approximate hourly service on weekdays
Approximate 90-min headways on weekends
- Riders can reasonably expect on-time arrival (**90% or better**)
- Schedule is reasonably 'time-competitive'
- **Most important factor:** having a travel choice other than driving



The key ingredient in our recipe for success.....

....It's about the MONEY...



- Reasonable compensation for use of facilities
- Multi-year joint capital investment program
- Passenger sponsor pays share of capacity expansion
- Passenger sponsor pays share for on-going maintenance to protect public investment

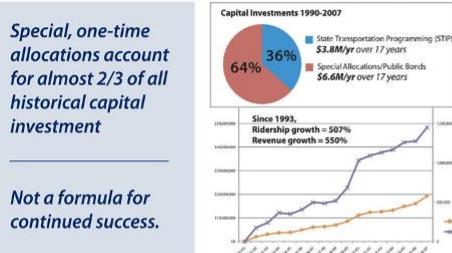


Capitol Corridor®

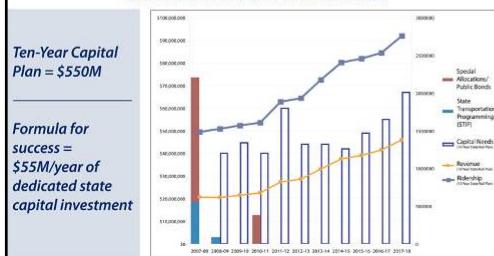
10 year capital program: \$55 million per year = \$550 million



Historical Capital Investment and Service Performance



Projected Capital Investment Needs and Associated Service Performance



TEN YEAR CAPITAL IMPROVEMENT PLAN
2007/08 - 2017/18 Total \$550.3M

Total \$550.3M

Track and Signal Projects \$303.4M

Systemwide Projects	Sacramento-Martinez Track Improvements (\$57M)
Capitalized Maintenance (\$10M) Benefits Reliability and On-Time Performance	Benefits Reliability, Train Congestion Relief and On-Time Performance
Travel Time Reliability (\$22M) Benefits Reliability and On-Time Performance	

Regional Projects



Station Projects \$97.9M

<i>New Stations</i>	<i>Station Upgrades</i>
Fairfield-Vacaville (\$33M)	Sacramento-Track Improvements (\$23M)
Hercules (\$31M)	Ticketing/Passenger Information (\$10.9M)

Grade Separation Projects \$67.0M (CCJPA Share/Match)

Rolling Stock \$82.0M

Rolling Stock \$82.0M

Future Plans for the Capitol Corridor

- Securing funding
 - Maintain commitment of state funds to leverage
 - Significant Federal \$ (ARRA/Stimulus, Amtrak Reauthorization Capital Grants)
 - Added rolling stock to meet ridership demand
 - Investments in track infrastructure for reliability and capacity:
 - more switches/crossovers
 - Added double/multiple track
 - Reduce running time
 - Maintain/improve OTP
 - Continued funding for track maintenance
 - Maintain high speeds
 - Close, consolidate or grade separate crossings

Service Area	Current	5 – Year	10 - Year
Sacramento/Oakland	32	36	36
San Jose/Oakland	14	22	32
Roseville/Sacramento	2	4	20
Auburn/Roseville	2	4	8



Creating the Opportunity

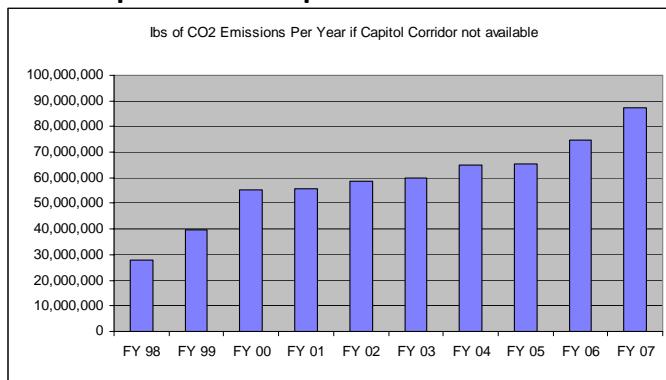
- Capitol Corridor can be the catalyst but needs steady and continued
 - Capital funding
 - Operations funding
- Presuming stable/consistent capital funding, here is what can happen:
 - Longer trains = greater seating capacity
 - Reduced running times; continue 90+% OTP
 - Increased customer satisfaction:
 - Enhanced customer amenities (wifi, business class)
 - Improved communications (text messages)
 - Service expansion plan to meet 10-year Vision Plan

Seating Capacity + OTP + Faster Travel = Preferred Mode Share

- Take interregional investments to the local level
- Communities Realizing the Opportunities
 - Encourage/implement TOD projects near stations
 - Enhance access opportunities to train stations
- RESULTS
 - Greater I-80 Corridor mode share/shift via rail
 - Reduction in VMTs and greenhouse gases
 - Positive impact on quality of life for corridor communities
 - Meet State's Clean Air goals (AB 32 & SB 375)

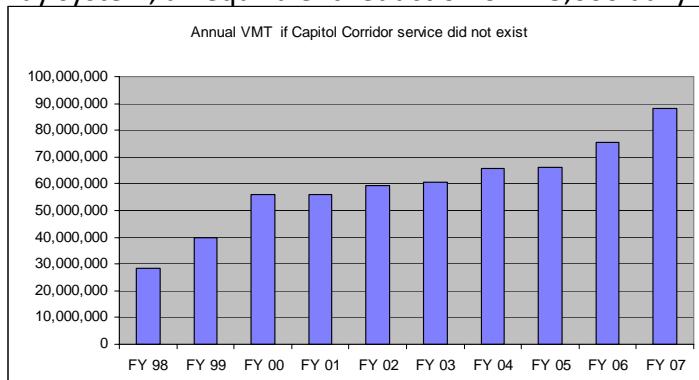
Combating Greenhouse Gas Emissions

- Using passenger data from surveys, compiled an estimate of CO2 reduced by the existence of the Capitol Corridor service
- Since October 1998 = estimated 366.37M lbs of CO2 reduced
 - Average Capitol Corridor rider “contributes” 21.5 lbs of CO2 per trip
 - Auto travel over the same Capitol Corridor trip distance contributes 68.31 lbs
- **Auto Driving puts about 3.2 times more CO2 in the atmosphere than Capitol Corridor trains!!**



Reducing VMTs

- As with CO2, we can estimate VMTs reduced by Capitol Corridor trains
- Since October 1998 = estimated 629.97M VMTs reduced (primarily on I-80)
- With current service, average 3200 daily cars removed from the highway system, an equivalent reduction of 223,000 daily VMTs



Greenhouse Gas and VMT reduction with Projected Ridership

- Can project CO2 and VMT reductions for projected future year ridership
- Projected Ridership depends on:
 - Receipt of additional rolling stock
 - Continued capital investment in track infrastructure
 - To increase service frequencies
 - To improve reliability
 - City/local community support for station development/amenities
 - Alternative mode access (transit, bicycles, walking)
 - TOD, office space, commercial activities
 - Parking

	FY 2008	FY 2012	FY 2017
Ridership	1,694,580	2,028,000	2,567,000
Estimated annual lbs of CO2 reduction	87,151,965	104,361,285	132,098,333
Estimated annual VMT reduction	88,084,268	105,415,440	133,432,660

Using Partnerships to Generate Change

- CCJPA working with Federal and State governments, and Cities/communities
 - Question of policy, funding, and timing
 - Policy: ensure comprehensive strategies that direct change for 21st Century
 - Funding: Expression of stable, consistent public investment to achieve goals
 - Timing: Coordination that links policies and funding to achieve desired results

THANK YOU!