

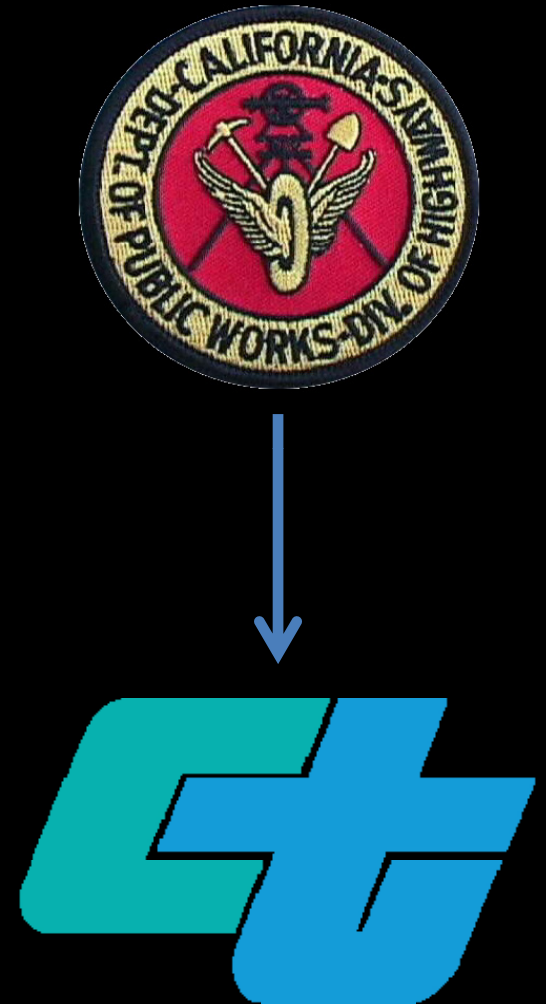


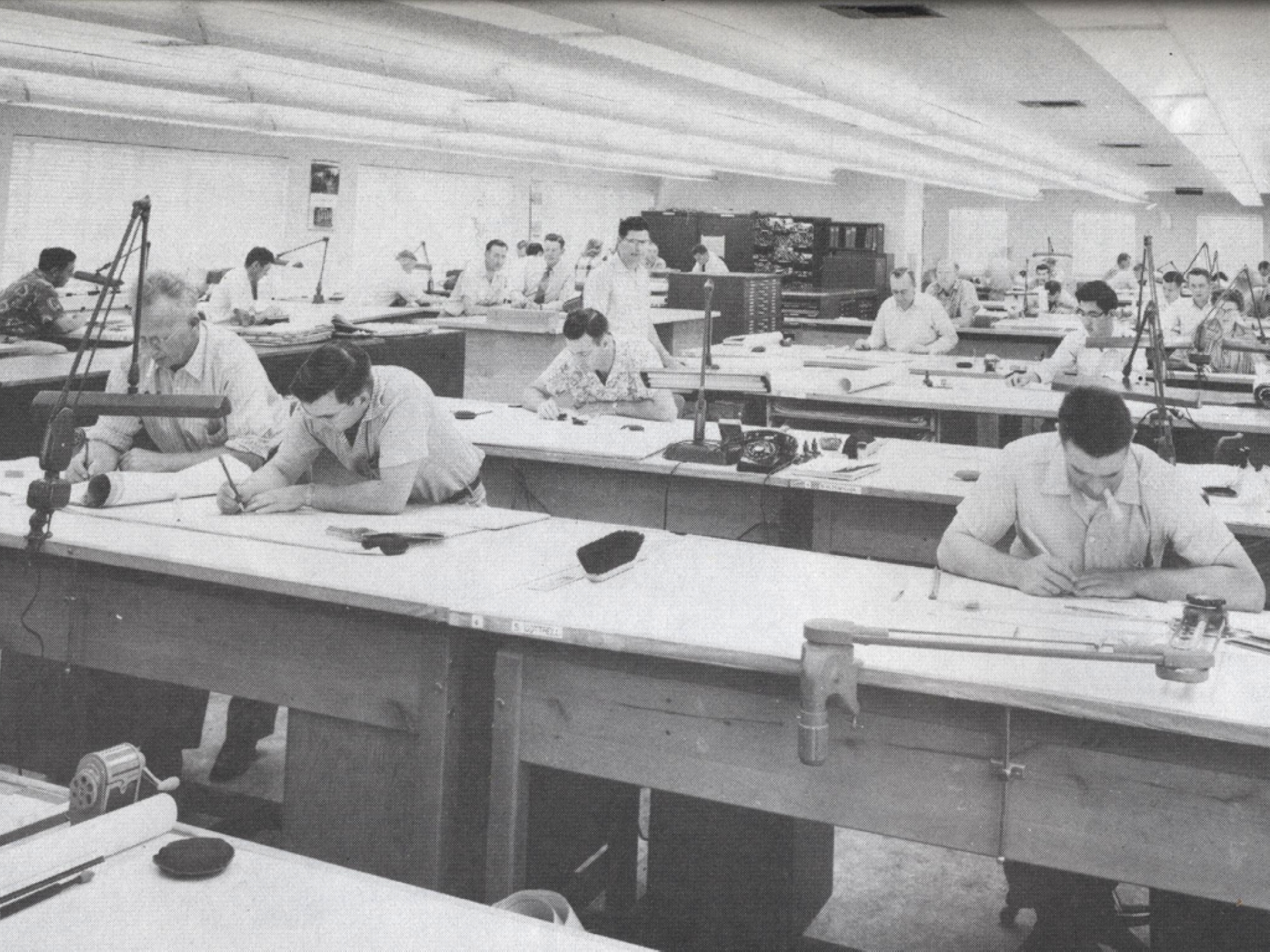
translating policy to practice

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motivation

- Creation of Caltrans from the Division of Highways in 1973
- Paralleled the creation of DOT and several other agencies and organizations around the same time (TRB, AASHTO, etc.)





creation of caltrans



Gov. Reagan before the 1972 RNC

creation of caltrans

- Governor's Task Force on Transportation (1968)
- Urban Mass Transportation Assistance Act (1970)
- State of the State (1972)



Gov. Reagan before the 1972 RNC



New State Agency Downgrades Freeways

BY RAY HEBERT

Times Urban Affairs Writer

California's new Department of Transportation is in business, marking the end of the state's emphasis on freeways and the start of a new era for other ways to move people.

Under CALDOT—the new agency's nickname—rail rapid transit, buses, car pools and other forms of transportation will get the same planning treatment that highways have received for more than 50 years.

Even new systems still in the experimental state, such as high-speed air-cushion and magnetically levitated vehicles, will get the same attention.

And it will come from California's dogmatic freeway planning and building machine.

That machine is being geared to take a different look at transportation needs.

For the public, it could mean fewer battles over whether a freeway is needed and fewer—or perhaps no—attempts by state highway engineers to build them where they are not wanted.

With CALDOT taking over, effective today, the state Department of



TRANSPORT CHIEF—James Moe is the first director of transportation in the new state Department of Transportation.

Times photo by John Malmin

Public Works, the master agency behind California's highway building program since 1921, has been wiped

And the state Division of Highways, the mammoth state-wide agency directly responsible for the freeway-highway system, has been cut back to a Sacramento-based headquarters office.

In Los Angeles, for example, the big Division of Highways complex is now a state district transportation office, one of 11 throughout California.

Since 1940, the 4,000-employee office here has been responsible for planning, designing and building more than 550 miles of freeways in Los Angeles, Orange and Ventura counties.

As the world's largest regional freeway network, it has been praised and condemned.

State officials insist that restructuring the Department of Public Works and other departments and agencies into CALDOT is more than just a name change.

"People have a right to wonder if it isn't that—just a change in name," said James A. Moe, new state director of transportation and CALDOT's first chief.

"But most of us are eager to get into broader transportation ideas—

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california
transportation plan

**Recommended
statewide
transportation
goals, policies
and objectives**

March 1977

prepared for the

STATE TRANSPORTATION BOARD

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Recommendations:

- Prioritize maintenance and operations over capital expansion
- Emphasize low-capital strategies
- Flexibility in transit service provision
- Consider “time and location specific user charges”

1978

Environmental Goals and Policy Report

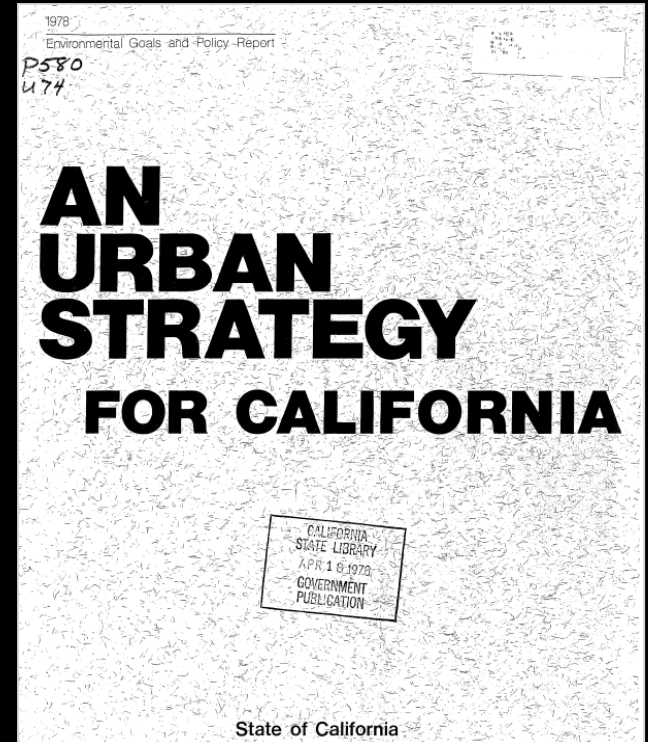
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AN URBAN STRATEGY FOR CALIFORNIA



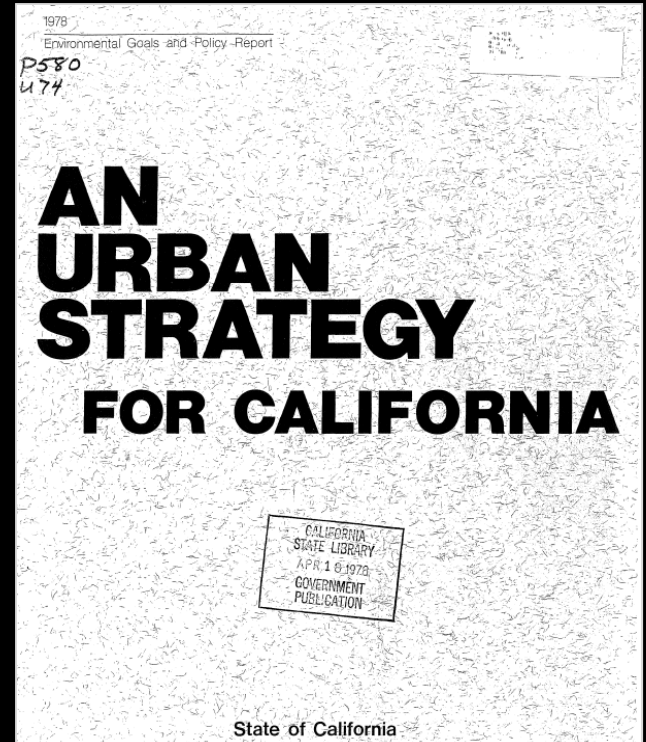
State of California

Future urban development should be determined with purpose, not solely by chance ... California must commit itself to more compact urban areas [and] to the revitalization of its existing cities and suburbs.



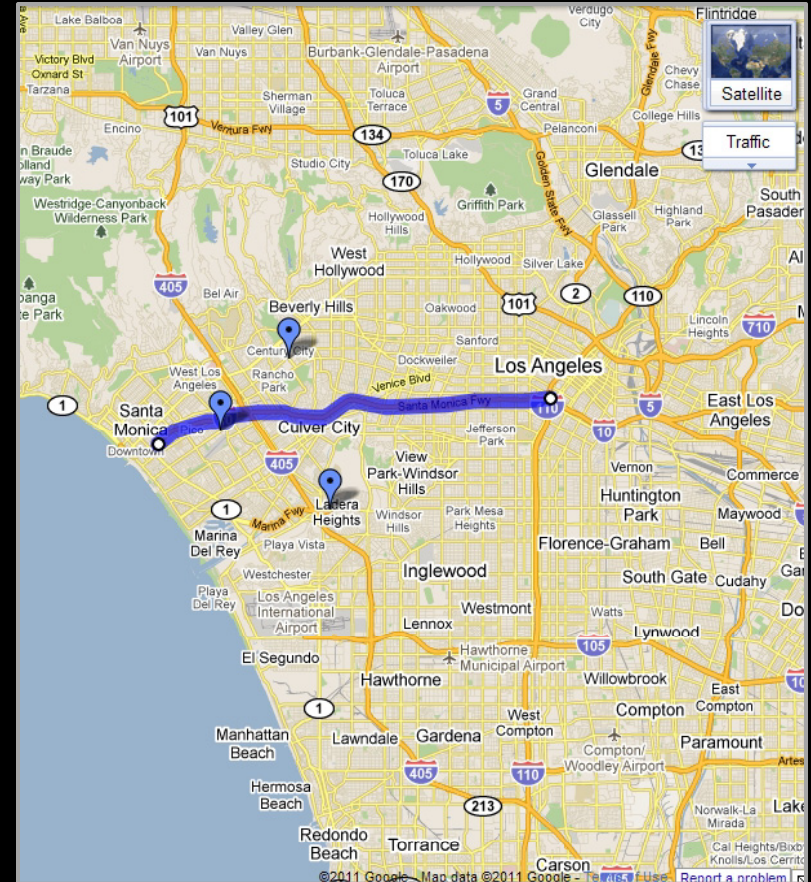
- Recommendations:
 - Design urban development to balance jobs/housing
 - CEQA exemption for “housing in built-up areas”
 - In existing urban/suburban areas, prioritize maintenance, transit, and efficiency

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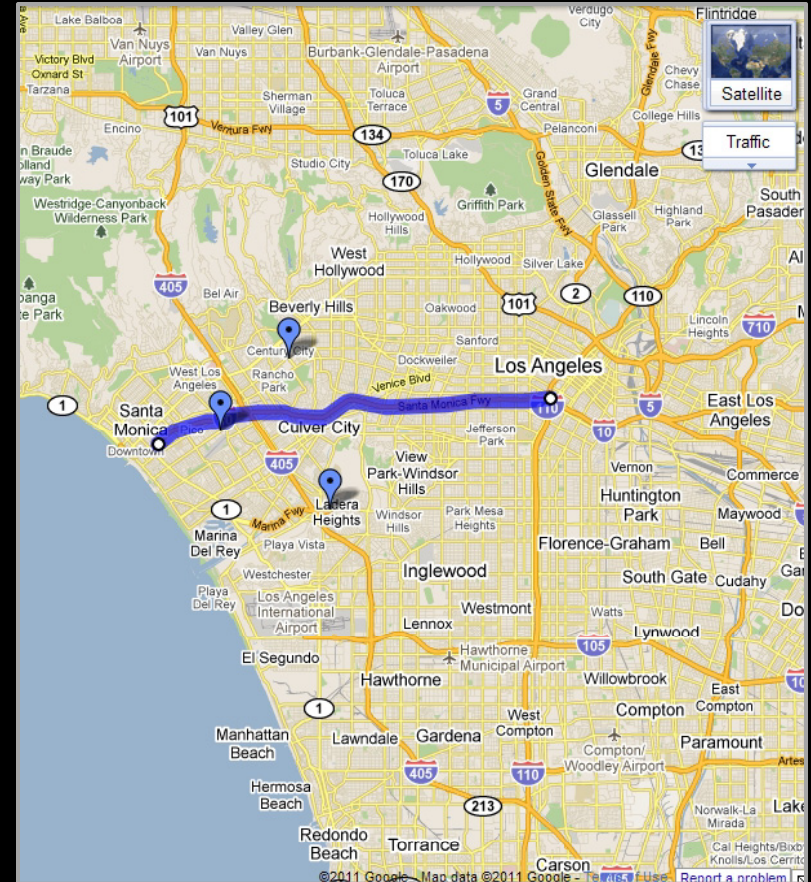
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- Suspended by US District Court order August 16, 1976



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“Carpool lanes are *never* created by converting existing lanes to carpool-only lanes.”

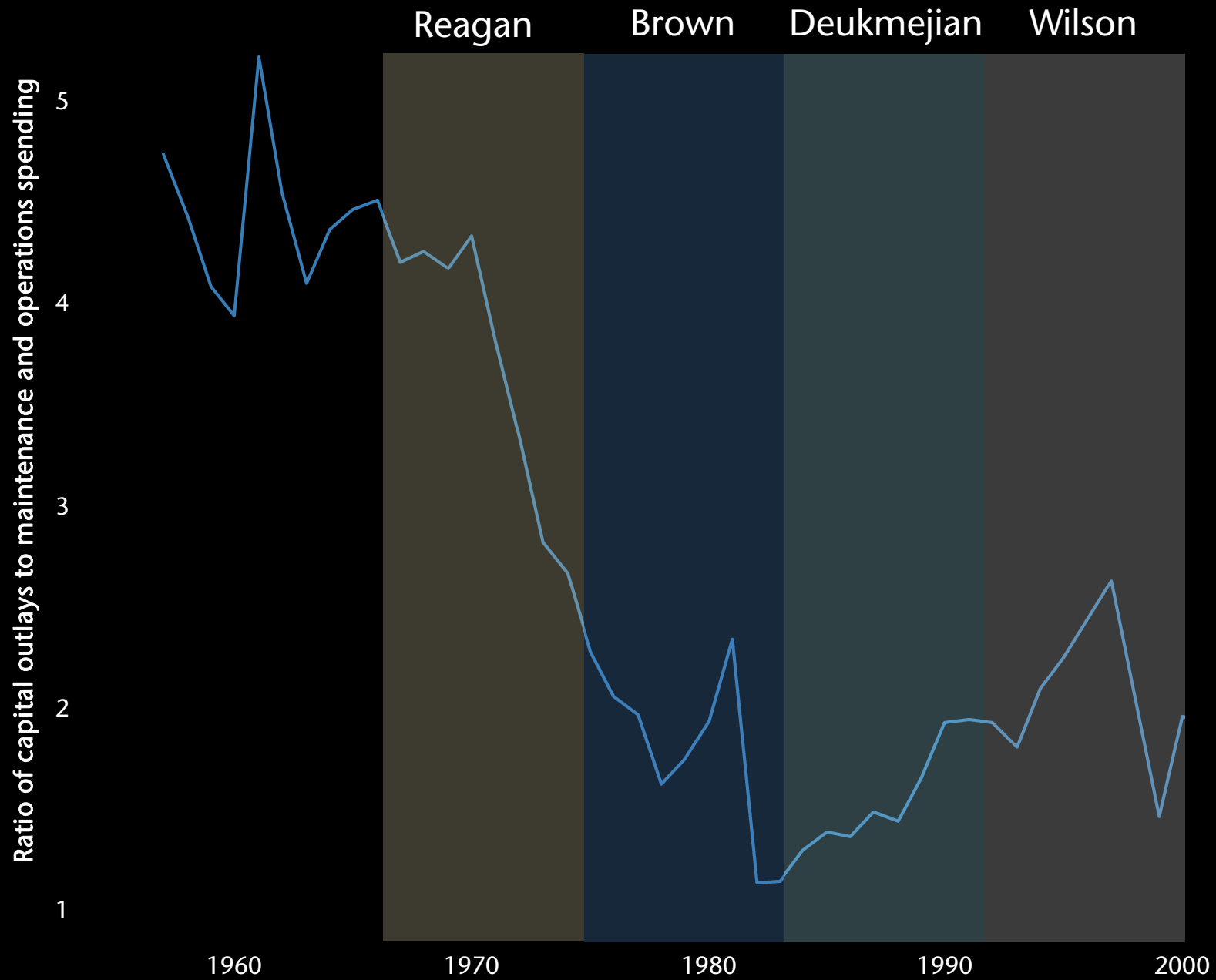
retrenchment: AB 402

- Dispute between California Highway Commission and Caltrans
- AB 402 (Ingalls, 1977)
 - Created the California Transportation Commission
 - Removed requirement for a state plan
 - Devolved planning authority to RTPAs
 - Placed authority for the Caltrans budget in the legislature



conclusions

- Dangers of attempting to enact substantive changes too quickly
 - Internal conflicts at Caltrans
 - Public, local government resistance
- Searching for the right locus of planning authority
 - Rise of self-help counties, locked in projects
 - Difficult to coordinate



source: FHWA Highway Statistics series