

**California State Transportation Agency  
Secretary Brian Kelly  
Mobility 21 Luncheon General Session and Awards  
Tuesday, October 29, 2013 12:00 p.m.  
Los Angeles, California  
Remarks As Prepared**

Thank you very much. This is a great award and I am honored to be here today to accept this award on behalf of Governor Brown. The Governor has certainly tackled big issues in California to get this state working again, and improving mobility is certainly a huge part of that effort. I'm delighted to accept this award on his behalf and to share a few moments with you this afternoon.

I see the theme of this year's summit is "linking infrastructure, education and healthcare." When I first heard that, I was unsure about the connection and was wondering if maybe our industry is feeling a bit envious of all the focus on health care this year! Of course, it dawned on me that we don't really need that kind of publicity. After some further reflection, it's pretty obvious that transportation is intrinsically linked to these issues and so many more.

Our recent experience with the BART strike and the threatened AC Transit strike in the Bay Area serves as a useful illustration of these links.

We saw during the BART strike the doubling of commute times on some corridors between the East Bay and San Francisco, resulting in lost productivity, increased emissions, and lost access to mobility for thousands. With AC Transit, the links are even more striking. A loss of service there would mean the loss of access to mobility for school children, the disabled and elderly and for households without alternatives. 17,000 of the 90,000 daily riders on AC Transit are school kids traveling to and from school. 15,000 are disabled or elderly. Nearly half come from households without a car. Mobility for these folks is not about convenience of travel, it is about their education, their healthcare, their livelihood--it's about equity.

Here in Los Angeles, the MTA issues about 20,000 bus passes to K-12 students in LA County, many of whom rely on public transit to get to school.

So mobility is the backbone of our economy and a critical part of ensuring health, safety and public welfare in California.

This is an exciting time for transportation in California. The most comprehensive overhaul of state government in decades became official this year through Governor Brown's government reorganization plan. This new plan consolidated dozens of departments and entities, including replacing the former Business, Transportation & Housing Agency with a new entity focused solely on transportation.

The size and complexity of the state's transportation system certainly demanded this cabinet-level attention and focus. At the same time, we have not forgotten the importance of working with our partner Agencies because transportation is, as noted, intrinsically linked to everything else.

Today, the mission of the California Transportation Agency is to develop and coordinate policies and programs of the state's transportation entities to achieve our mobility, safety and sustainability objectives.

In the coming days, as we approach the new year, the agency will offer a strategy to meet these objectives through concepts like reform, preservation, integration, and, most importantly, innovation:

- By reform, I mean aligning our institutions and relationships with stakeholders to ensure we are delivering a transportation system for our future.
- Preservation means a commitment to asset management, increased reliability of our infrastructure, and improved operations of the existing system.
- Integration is what we see in regions throughout the state, like this one, that are adopting growth plans to provide adequate housing, more efficient land use and mobility that allows the regions to meet their greenhouse gas reduction goals. We must now integrate these plans and projects with statewide priorities to provide a single statewide system that allows us to achieve our mobility, safety and sustainability objectives.

Now I want to talk about innovation.

When Governor Brown spoke at the Asian-Pacific Economic Cooperation Conference in 2011, he challenged all of us to wage war on unemployment by combatting global warming and fighting

the effects of climate change. Transportation has a role to play in this fight. And as the effects of climate change continue to intensify, this work is more important than ever before.

California has 32 million registered vehicles, more cars and trucks that travel more miles than any other state in the nation. While we preserve our highway system to meet this demand, we also must prepare for a future where more consumers shift from petroleum-based fuels to biofuels and electric vehicles. The Governor has called for 1.5 million zero-emission vehicles on California's roadways by 2025. We need continuous technological innovation for greater efficiency and to increase the speed of moving goods and people through our transportation hubs and markets.

Modernizing California's rail system—including high speed rail and regional, urban and commuter rail—is a key part of this plan to preserve our existing infrastructure and build for the future. Part of what has kept the high-speed rail project going is an improving partnership between local, state and federal governments. I give great credit to the leadership team at high-speed rail—including Jeff Morales, who is here today—for greatly improving the authority's working relationship with its stakeholders. Their work in this regard follows the long tradition

of developing infrastructure with strong partnerships with stakeholders.

Let's strengthen that partnership and continue working together to give Californians more options, more choices and more information.

Investments in clean mobility are critical for keeping California economically competitive. Fourteen other countries already have true-high speed rail systems where passengers can ride a total of more than 15,000 miles. California is not going to let the rest of the world pass us by.

We have achieved great things in transportation in the past, and Governor Brown is providing the vision to continue to do so.

In 1856, engineer Theodore Judah completed the first railroad line west of the Missouri river, connecting the state capital to Folsom. It was a humble, 24-mile route, but it paved the way for President Lincoln to sign the Pacific Railroad Act, jumpstarting construction of the Transcontinental Railroad.

When the Transcontinental Railroad opened in 1869, it cut the journey from the New York to California from months to days, transforming the American West and creating a new spirit of optimism.

For Ted Judah and the Central Pacific, it was about overcoming the Sierras to unite a nation. For Governor Brown, it's about overcoming the Tehachapi's to further unite this state, cut the journey between Los Angeles and San Francisco, and reinvigorate the optimism that built California.

There is no retreat from this administration's commitment to see this project through and to accommodate this state's growth in a manner that speaks simultaneously to mobility, safety and sustainability.

When we break ground on the high-speed rail project, and we see the system operating in our state, we can all say California made the right choice to lead the nation, yet again.

Our collective commitment to innovation makes transportation more technologically advanced, more efficient, and more sustainable. More importantly, it preserves access to mobility so

important to the public's health and welfare, education, and our collective economic growth.

On behalf of Governor Brown, I am honored to accept this award and thank you for this acknowledgment.

I look forward to working with you to improve this great state.

Thank you very much.