

Developing the Climate Action Plan for Transportation Infrastructure

CTC-CARB-HCD Joint Meeting| November 4, 2020

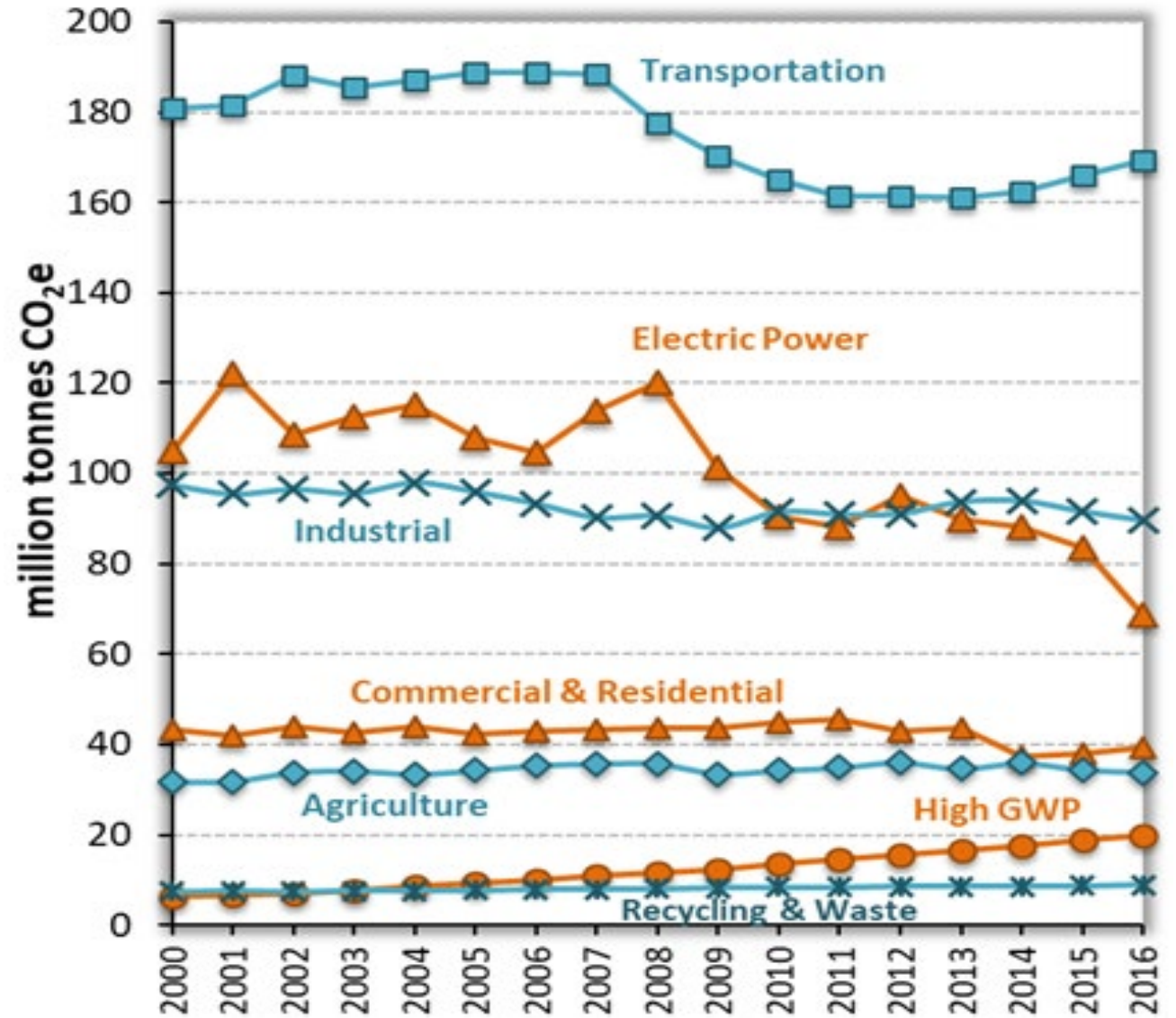


Why CAPTI?



California GHG by Sector

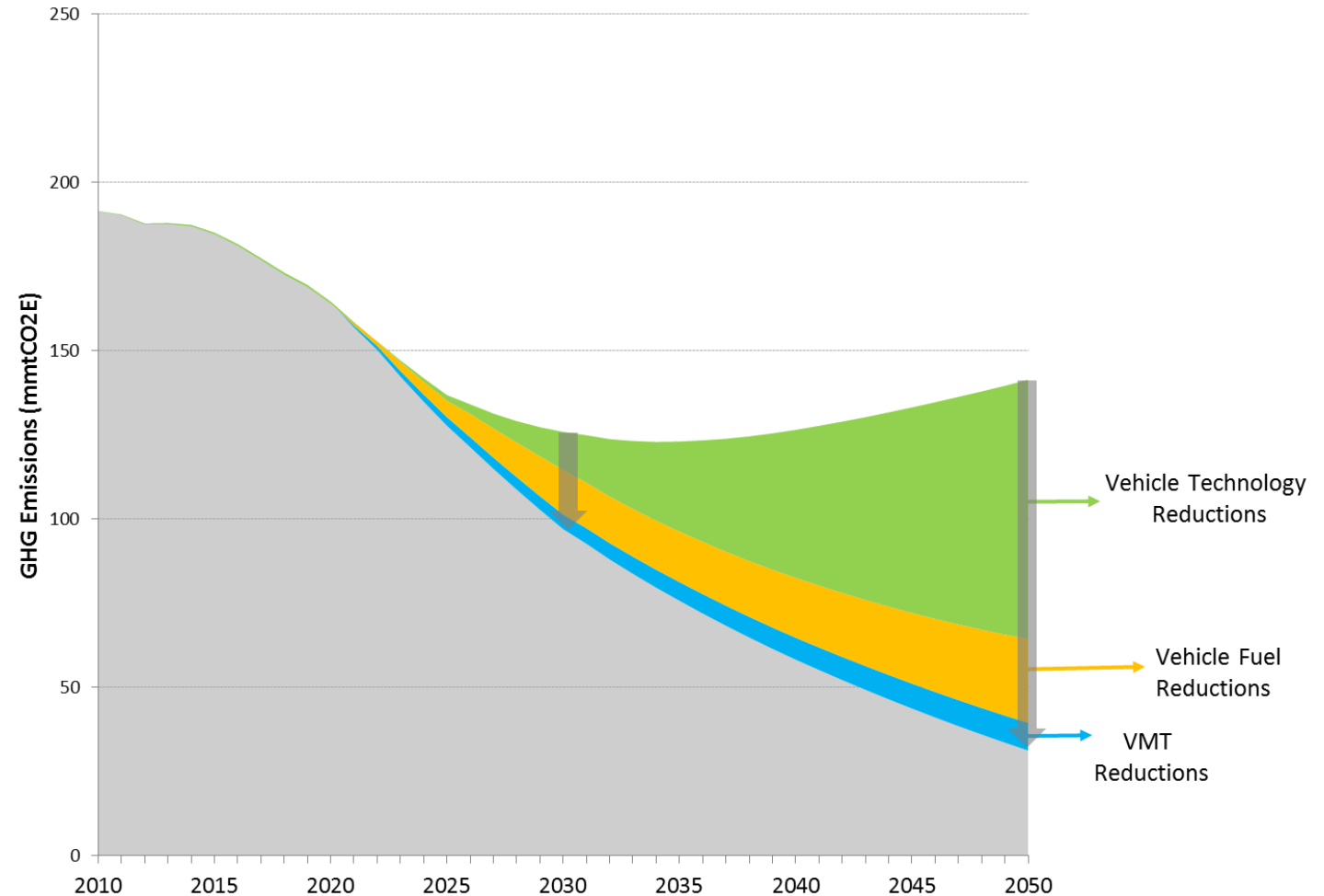
Transportation Sector in California accounts for over 50% of GHG emissions



Transport Sector Emission Reductions Required

Reductions needed from:

- Clean vehicles
- Clean fuels
- Reduction in vehicle use (VMT)



Governor's Executive Order N-19-19

Leverage state transportation spending to help meet state climate goals

- Align planning and programming with objectives of California Climate Change Scoping Plan
- Reduce VMT by directing investments in a way that support infill development, especially housing near jobs
- Reduce congestion through innovative strategies that encourage people to shift from cars to other modes of travel
- Fund infrastructure that encourages transit use, walking, and biking
- Mitigate for any increases in transportation costs incurred on lower income Californians

California State Agencies play a role in either scoping, recommending, or selecting projects in over \$5 Billion of transportation infrastructure funding annually:

- Active Transportation Program (ATP)
- Interregional Transportation Improvement Program (ITIP)
- Local Partnerships Program (LPP)
- Solutions for Congested Corridors (SCCP)
- State Highway Operations & Protection Program (SHOPP)
- Trade Corridor Enhancement Program (TCEP)
- Transit & Intercity Rail Capital Program (TIRCP)



Governor's Executive Order N-79-20

- EO focused on meeting our ZEV goals
- Highlights the need for expanding clean transportation options, as outlined in EO N-19-19 work.

Creating CAPTI: An Overview



Interagency Working Group

- California State Transportation Agency
- Caltrans
- California Transportation Commission
- California Air Resources Board
- Dept of Housing & Community Development
- Governor's Office of Planning & Research
- Strategic Growth Council
- Department of Finance
- Governor's Office of Business & Economic Development
- Consultation with other Agencies/Departments as needed

Process

SPRING - SUMMER 2020

- Stakeholder briefings/meetings (April-July)
– over 200 stakeholder groups engaged
- Stakeholder Survey – 79 respondents
- Received 14 formal comment letters
- Over 200 action item ideas submitted for interagency working group consideration

FALL - WINTER 2019

- EO N-19-19:
Issued 9/20/2019

Spring 2021

Final CAPTI Plan Released

Winter 2021

- Release Draft CAPTI Plan
- Public comment period
- Public workshop on final draft plan

FALL 2020

- Interagency working group – synthesized feedback to inform framework and actions
- EO N-79-20: Issued 9/23/20; re-affirmed direction of and integrated into framework
- 10/20 Public workshop – draft investment framework, preliminary ideas for actions
- Joint CARB/CTC/HCD Meeting – November 4

What We've Heard – Areas of Interest

- Improve existing guidance and requirements to **ensure meaningful community engagement** and participation in project planning and decision-making, particularly by communities of color.
- Advance an **intersectional and cross-sectoral approach** to transportation investments
- **Align funding program requirements** to match climate ambition
- Reward localities through **incentives and a race to the top**
- Continue investing in **active transportation strategies**
- Explore **new or supplemental funding streams**
- **Explore the role of CEQA** in helping facilitate climate action

What We've Heard – Areas of Interest

- **Fast-track projects** currently in planning phase
- Support the case for the use of **roadway pricing mechanisms** that result in more equitable outcomes
- Advance actions that **help transit agencies recover**
- **Prioritize VMT reduction** in Program Guidelines
- Find pathways to lift up **rural projects**
- Leverage infrastructure funds to **accelerate ZEV Adoption**
- **Connect to other essential efforts**, such as the need for improved land use planning

What We've Heard – Areas of Caution

- **Balance local contexts and needs** with standardized approaches
- **Ensure all areas of the state can benefit** from any re-alignment of funds
- **Consider how to address local commitments and priorities** that may not align with state priorities
- Consider how changing travel behavior from **pandemic influences transportation needs**, such as the uptick in telecommuting.

Updated Investment Framework

Within the “fix-it-first” approach and generally within existing funding frameworks, California state transportation infrastructure investments should be deployed to do the following, where feasible



Updated Investment Framework



Building towards an integrated, statewide rail and transit network



Investing in networks of safe and accessible bicycle and pedestrian infrastructure



Including investments in light, medium, and heavy-duty zero-emission-vehicle (ZEV) infrastructure

Updated Investment Framework



Reducing public health harms and maximize benefits to disproportionately impacted disadvantaged communities



Making safety improvements to reduce fatalities and severe injuries



Assessing physical climate risk



Promoting projects that do not increase passenger vehicle travel



Promoting compact infill development



Developing a zero-emission freight transportation system



Protecting natural and working lands

Action Items Approach

Changes may be necessary to transportation:



Planning



Programming



Project Delivery



Maintenance



Operations

Action Items Approach

- Aligning planning initiatives with the CAPTI framework;
- Updating program guidelines to strengthen alignment with CAPTI framework and climate goals;
- Improving existing agency processes and practices to remove barriers and accelerate climate action;
- Pursuing authority for new initiatives; and
- Supportive and coordinating actions led by other sectors critical for plan's success

Example Action Item Ideas from Stakeholders

- Integrate climate risk assessment into transportation project planning & implementation
- Align state-sponsored transportation projects with Action Plan Investment Framework
- Create new mechanisms to mitigate increases in vehicle miles travelled (VMT) from transportation projects

Example Action Item Ideas from Stakeholders

- Support Local & Regional Governments pursuing pricing strategies by studying legislative and administrative opportunities and barriers
- Champion a coordinated transit recovery response
- Leverage existing interagency working groups and planning efforts to focus on zero-emission freight investments

Next Steps

- Stakeholder feedback from surveys, workshop and this Joint Meeting will be used to inform upcoming Draft Action Plan.
- Draft Action Plan to be released early 2021
- Additional workshop and comment period to be held after release of draft plan
- Targeted Adoption Release of final Action Plan in Spring 2021

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