

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 18-19, 2021

From: MITCH WEISS, Executive Director

Reference Number: 4.4, Action

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Subject: Climate Action Plan for Transportation Infrastructure, Resolution G-21-60

Recommendation:

Staff recommends the Commission approve Resolution G-21-60 supporting the Climate Action Plan for Transportation Infrastructure (CAPTI) framework's commitment to addressing climate change, equity, active transportation, public health, and the reduction of congestion through innovative strategies designed to encourage people to shift modes, within the existing statutory framework for funding transportation projects. Specifically, direct staff, through its public guideline development process, to work towards updating the appropriate program guidelines to address implementing the following relevant Commission-led CAPTI strategies.

Issue:

As the largest contributor of California's greenhouse gas emissions, the transportation sector must do more to tackle climate change head-on. Governor Newsom's Executive Orders N-19-19 and N-79-20 charged the California State Transportation Agency (CalSTA), in collaboration with Caltrans, the Commission, and other state agencies, to develop a framework to leverage state transportation funds in order to help the state meet its climate goals. CalSTA assembled an Interagency Working Group to create an action plan that aligns state transportation investments with the state's climate goals, while protecting public health and safety, prioritizing equity, and expanding multimodal mobility options. The final report was published on July 12, 2021.

Executive Order N-79-20 calls on CalSTA, in collaboration with Caltrans and the Commission, to identify near term actions and investment strategies by July 15, 2021. In order to meet that deadline, CalSTA released the Draft CAPTI for public comment between March 10, 2021 and May 19, 2021. The Commission worked with CalSTA and Caltrans to host two public workshops on April 20, 2021 and April 23, 2021 to review the draft CAPTI and ensure that all interested and affected groups provided input and recommendations during the public comment process.

Following the public comment period, CalSTA updated the draft document and published the Final CAPTI on July 12, 2021. The final CAPTI can be found at <https://calsta.ca.gov/subject-areas/climate-action-plan>.

As noted in the CAPTI, transportation infrastructure and transportation funding are just one piece of a much larger puzzle to meet the state's overall goals for climate, health, and social equity, and the "CAPTI tackles the narrow issue of how existing state transportation infrastructure investments should be leveraged to meet state goals." The CAPTI leads with a vision for how to prioritize future state and federal transportation dollars — whether it be through existing programs or future funding opportunities — to create good jobs and employment pathways for economic and community resilience and recovery.

There are many strategies in CAPTI that complement the Commission's commitment to address climate change, equity, active transportation, safety, public health, and the reduction of congestion through innovative strategies designed to encourage people to use multiple travel modes. CAPTI acknowledges that not all highway expansion projects serve the same purpose or have the same results and that there isn't a "one-size-fits-all" approach to this issue. Additionally, highway capacity improvements can benefit numerous travel modes, improve safety, and increase funding options to support ongoing roadway improvements and transit time reliability.

Commission staff recommend the Commission, through its public guideline development process, work towards updating the appropriate program guidelines to address the relevant CAPTI strategies.

Background:

Executive Order N-19-19 calls for CalSTA in coordination with the Department of Finance to:

- a) Align the state's climate goals with transportation spending on planning, programming, and mitigation to achieve the objectives of the state's Climate Change Scoping Plan, where feasible.
- b) Reduce vehicle miles traveled statewide by directing discretionary transportation investments in support of housing production near available jobs and in accordance with the state's smart growth principles, as defined in Government Code Section 65041.1, and taking public health into account.
- c) Reduce congestion through innovative strategies designed to encourage people to shift from cars to other modes of transportation
- d) Fund transportation options that contribute to the overall health of Californians and reduce greenhouse gas emissions, such as transit, walking, biking, and other active modes.
- e) Mitigate increases in transportation costs to lower income Californians.

Executive Order N-79-20 calls on CalSTA in collaboration with Caltrans, and the Commission to identify near term actions and investment strategies by July 15, 2021 to improve clean transportation, sustainable freight and transit options, while continuing a “fix-it-first” approach to our transportation system, including where feasible:

- a) Building towards an integrated, statewide rail and transit network, consistent with the California State Rail Plan, to provide seamless, affordable multimodal travel options for all.
- b) Supporting bicycle, pedestrian, and micro-mobility options, particularly in low-income and disadvantaged communities in the State, by incorporating safe and accessible infrastructure into projects where appropriate.
- c) Supporting light, medium, and heavy duty zero-emission vehicles and infrastructure as part of larger transportation projects, where appropriate.

Following the release of Executive Order N-19-19 on September 20, 2019, CalSTA convened an Interagency Working Group to coordinate on Executive Order implementation throughout the Administration. The Working Group collaborated to draft the guiding principles of the CAPTI Investment Framework aimed at reducing greenhouse gas emissions from the transportation sector and mitigating the impacts of climate change on our transportation system. During the first half of 2020, CalSTA held individual meetings with public and advocacy stakeholders to get their input on the draft Investment Framework. Stakeholders were also asked for their feedback via an online survey.

Additionally, CalSTA presented the draft Investment Framework to the joint CARB-CTC-HCD meeting in November 2020 for review, feedback, and guidance on the direction of the CAPTI effort. In early 2021, CalSTA continued to meet with transportation stakeholders to solicit feedback to help further refine CAPTI’s strategies and actions.

CalSTA released the Draft CAPTI on March 10, 2021 for public comment through May 19, 2021. CalSTA held one public workshop on March 18, 2021. At its March 24, 2021 meeting, the Commission directed staff to hold additional workshops to gather comments and answer questions from the public on the CAPTI. Commission staff hosted, with participation from CalSTA and Department of Transportation (Caltrans) staff, two public workshops on April 20, 2021 and April 23, 2021. These workshops were sequential, and the first workshop covered the implementation of the CAPTI and the first three strategies, and the second workshop covered the latter four strategies. Each workshop reserved time for general comments.

CalSTA also presented the Draft CAPTI at the Joint CTC-CARB-HCD Meeting on April 8th, 2021, as well as a memo containing proposed revisions to the CAPTI at the Commission’s June 23, 2021 meeting.

The Final CAPTI which was published on July 12, 2021, and can be found here: <https://calsta.ca.gov/subject-areas/climate-action-plan>.

Attachments:

- Attachment A: Resolution G-21-60

CALIFORNIA TRANSPORTATION COMMISSION
Commission Resolution on the Climate Action Plan for
Transportation Infrastructure
Resolution G-21-60

- 1.1 **WHEREAS**, on July 12, 2021, the California State Transportation Agency published the Climate Action Plan for Transportation Infrastructure (CAPTI), in response to Governor Newsom’s Executive Orders N-19-19 and N-79-20; and
- 1.2 **WHEREAS**, the CAPTI outlines an investment framework for strategies and actions the State should use to invest billions of dollars of transportation funding where state agencies play a role in project selection or nomination. The investment framework, strategies, and actions help the transportation sector combat and adapt to the climate crisis, while supporting public health, safety, and social equity goals; and
- 1.3 **WHEREAS**, the CAPTI leads with a vision for how to prioritize future state and federal transportation dollars — whether it be through existing programs or future funding opportunities — to create good jobs and employment pathways for economic and community resilience and recovery; and
- 1.4 **WHEREAS**, the CAPTI notes transportation infrastructure and transportation funding are just one piece of a much larger puzzle to meet the state’s overall goals for climate, health, and social equity. A puzzle that includes land use, economic, public utilities, and energy policy; and
- 1.5 **WHEREAS**, the CAPTI tackles the important issue of how existing state transportation infrastructure investments should be leveraged to meet state goals; and
- 1.6 **WHEREAS**, the CAPTI also notes that not all transportation projects serve the same purpose or have the same results, and that there isn’t a “one-size-fits-all” approach to transportation investment and policy; and
- 1.7 **WHEREAS**, there are many strategies in the CAPTI that support the Commission’s commitment to address climate change, equity, active transportation, safety, public health, and the reduction of congestion through innovative strategies designed to encourage people to shift modes while stimulating the economy; and
- 2.1 **NOW THEREFORE BE IT RESOLVED**, that Commission direct staff, through its public guideline development process, to work towards updating the appropriate program guidelines to address implementing relevant Commission-led CAPTI strategies.