

Bay Area Partnership Board

April 23, 2021

Agenda Item 4e

Climate Action Plan for Transportation Infrastructure (CAPTI) Overview

Subject: Overview of the state’s CAPTI initiative, which implements the Governor’s Executive Orders N-19-19 and N-79-20, and directs the California State Transportation Agency (CalSTA) to leverage state transportation funds to meet state climate goals.

Background: In 2019, the Governor signed Executive Order N-19-19, which enables CalSTA to leverage discretionary state transportation funds to help meet the state’s climate goals. Executive Order N-79-20 signed in 2020 accelerates the transportation sector’s movement to reduce emissions by requiring all new cars sold in the state to be zero-emission by 2035 and all commercial trucks sold to be zero-emission by 2045. These executive orders, along with stakeholder engagement, have shaped CalSTA’s development of CAPTI over the past eighteen months. CalSTA released the draft CAPTI document in mid-March, and the draft is available online at <https://calsta.ca.gov/-/media/calsta-media/documents/capti-2021-calsta.pdf>. CAPTI slides presented by CalSTA at the March 24, 2021 CTC meeting are attached for reference.

State transportation funds, including revenue collected under Senate Bill (SB) 1, must be used solely for transportation purposes. CAPTI does not change statutory requirements. SB 1 follows a “fix-it-first” approach to maintaining the state’s highways, roads and bridges. Where feasible under existing programs and with CAPTI principles as a guide, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with state climate, health and social equity goals. This includes updating funding program guidelines to align with CAPTI goals.

The ten guiding principles laid out in CAPTI include:

- Build toward an integrated, statewide rail and transit network
- Invest in networks of safe and accessible bicycle and pedestrian infrastructure
- Include investments in light-, medium- and heavy-duty zero-emission vehicle infrastructure
- Strengthen the commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits
- Make safety improvements to reduce fatalities and severe injuries of all users toward zero
- Assess physical climate risk for transportation infrastructure projects
- Promote projects that do not substantially increase passenger vehicle travel
- Promote compact infill development while protecting residents and businesses from displacement
- Develop a zero-emission freight transportation system
- Protect natural and working lands.

CalSTA expects the CAPTI to impact the guidelines for the following statewide funding programs:

- State Highway Operation and Protection Program (SHOPP)
- Interregional Transportation Improvement Program (ITIP)
- SB1 Solutions for Congested Corridors Program (SCCP)
- SB1 Trade Corridor Enhancement Program (TCEP)
- SB1 Local Partnership Program (LPP)
- Transit and Intercity Rail Capital Program (TIRCP)
- Active Transportation Program (ATP)

For funding programs administered by the California Transportation Commission (CTC), guideline changes will follow the standard CTC guideline workshop process.

In reviewing the draft CAPTI, staff believes the CAPTI principles generally align with Plan Bay Area 2050 investments, strategies, and growth framework, as well the Plan's emphasis on equity and the environment.

Next Steps:

CalSTA is collecting feedback on the draft CAPTI document through May 19, 2021 (extended from May 4), which may be emailed to CAPTI@calsta.ca.gov. MTC staff plans to submit a comment letter on the draft CAPTI document by the deadline.

Issues:

Some small and rural regional transportation planning agencies (RTPA) have expressed the following concerns:

- Some CAPTI actions could conflict with the legislative intent of SB1.
- The state will no longer prioritize rural projects such as safety, emergency evacuation, or capacity-increasing projects.

CalSTA has stated that none of the proposed action recommendations include any statutory changes to SB1, and will consider adding language to address some of the smaller/rural agency concerns.

Recommendation: Information

Attachments: Attachment A: CalSTA Presentation to CTC, March 24, 2021

Therese W. McMillan

Draft Climate Action Plan for Transportation Infrastructure (CAPTI)

Darwin Moosavi
Deputy Secretary for Environmental Policy & Housing
CalSTA
CTC Meeting | March 24, 2021



Tab 20

Governor's Executive Order N-19-19

Leverage state transportation spending to help meet state climate goals

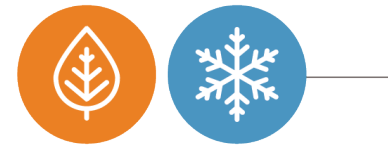
- Align planning and programming with objectives of California Climate Change Scoping Plan
- Reduce VMT by directing investments in a way that support infill development, especially housing near jobs
- Reduce congestion through innovative strategies that encourage people to shift from cars to other modes 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 Partnership Program (LPP)
- Solutions for Congested Corridors (SCCP)
- State Highway Operations & Protection Program (SHOPP)
- Trade Corridor Enhancement Program (TCEP)
- Transit & Intercity Rail Capital Program (TIRCP)



Process & Timeline



Fall – Winter 2019

Executive Order
N-19-19 issued
September 2019



Fall 2020

Interagency Working Group —
synthesized feedback to inform
framework and actions

Executive Order N-79-20 Issued
September 2020

October 2020 Public Workshop

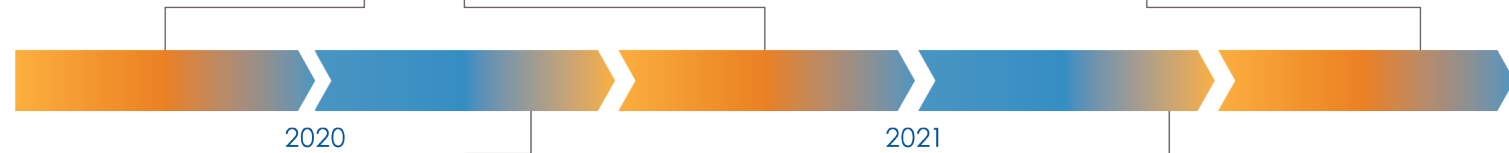
Presentation to CARB/CTC/HCD
Meeting — November 2020



Summer 2021

Final CAPTI
released

Submittal to
Governor and
Legislature



Spring – Summer 2020

Stakeholder briefings/meetings (April-
July) — over 200 stakeholder groups
engaged

Stakeholder Survey — 71 respondents

Received 9 formal comment letters

Over 300 action item ideas submitted
for Interagency Working Group
consideration



Winter – Spring 2021

Stakeholder briefings/meetings (February 2021) —
over 200 stakeholder groups engaged

Draft CAPTI Released

Public review period

Public workshop on final draft plan

Presentation to CTC — March 2021

Presentation to Joint CARB/CTC/HCD Meeting — April 2021

CAPTI is...

- A **holistic framework** for aligning State infrastructure investments with State climate, health, and social equity goals **built on the foundation of the “fix-it first” approach** established in SB 1.
- A **suite of proposed changes** to State transportation planning, programming, and mitigation activities **to align with the CAPTI framework**
- A balanced approach that considers the need to **ensure all areas of the state can benefit from changes**, and acknowledges the need for **a range of solutions in different contexts**.
- A **living document** that enables the CAPTI to adapt, pivot and modify approaches as needed

CAPTI Investment Framework

- **10 Guiding Principles** help create a vision for how transportation investments should be prioritized
- Set of **7 Strategies and approximately 30 actions** outline initial areas of work



Action Items Approach

- Aligning planning initiatives with the CAPTI framework;
- Updating program guidelines to strengthen alignment with CAPTI framework and climate goals;
- Creating new tools and working groups for collaboration on key issues where current gaps exist;
- Pursuing limited new authority for new initiatives or to enhance current initiatives; and
- Supporting and coordinating actions led by other sectors critical for plan's success

Upcoming Engagement Opportunities

- CTC-CARB-HCD Joint Meeting Presentation on Draft Plan: 04/08/21
- Additional workshop(s) for public feedback in late April
- Accepting public feedback at CAPTI@calsta.ca.gov until 05/04/21
- Final CAPTI release planned for June 2021
- Submittal of Plan to Governor and Legislature by July 15, 2021