

# Developing the Climate Action Plan for Transportation Infrastructure

Stakeholder Workshop | October 20, 2020



# Agenda

- 1 Opening Remarks
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- 7 Break
- 8 Facilitator Report Out
- 9 Next Steps & Wrap Up

# Opening Remarks



CalSTA  
Secretary  
**David Kim**

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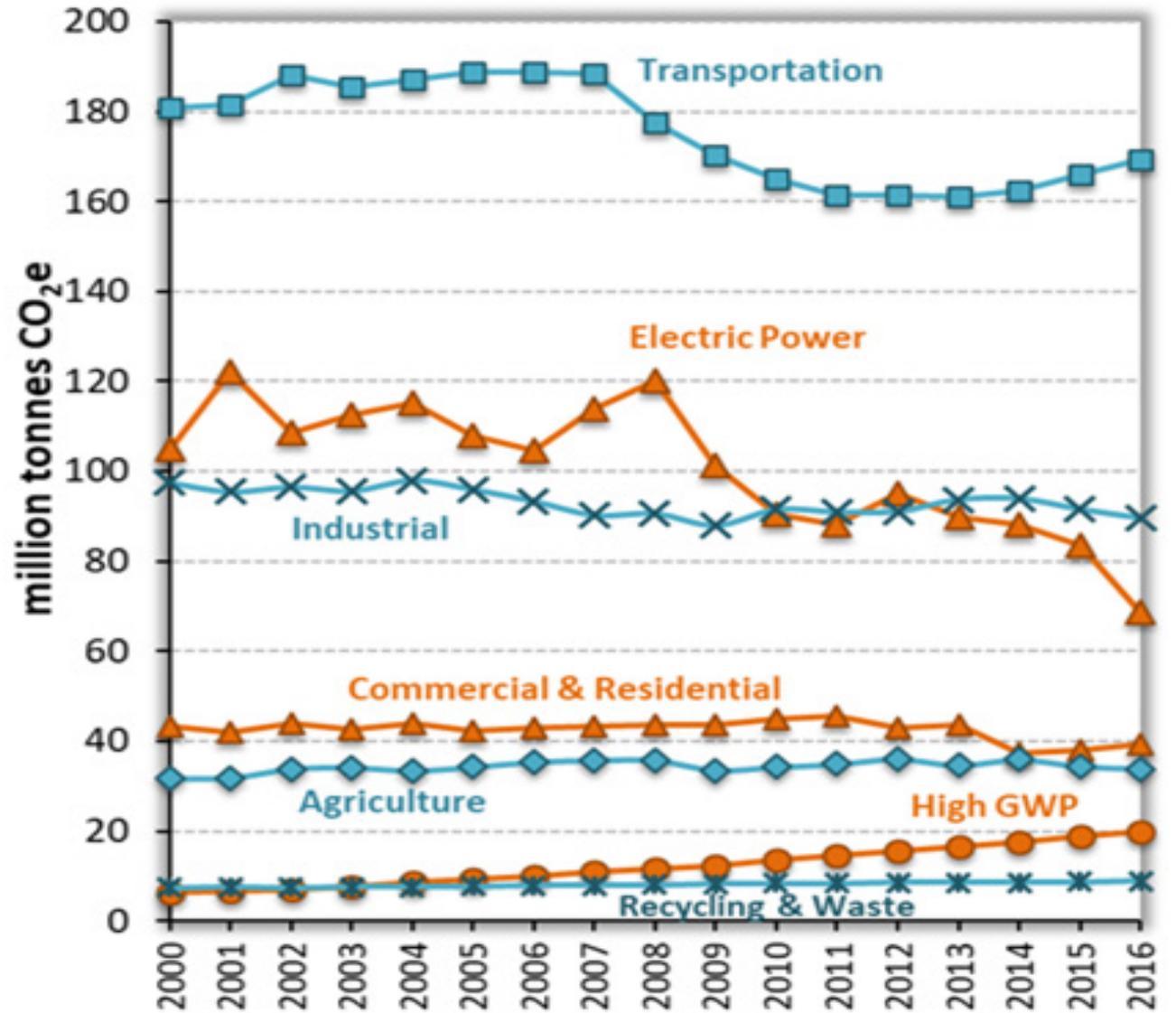


# Why CAPTI?



# California GHG by Sector

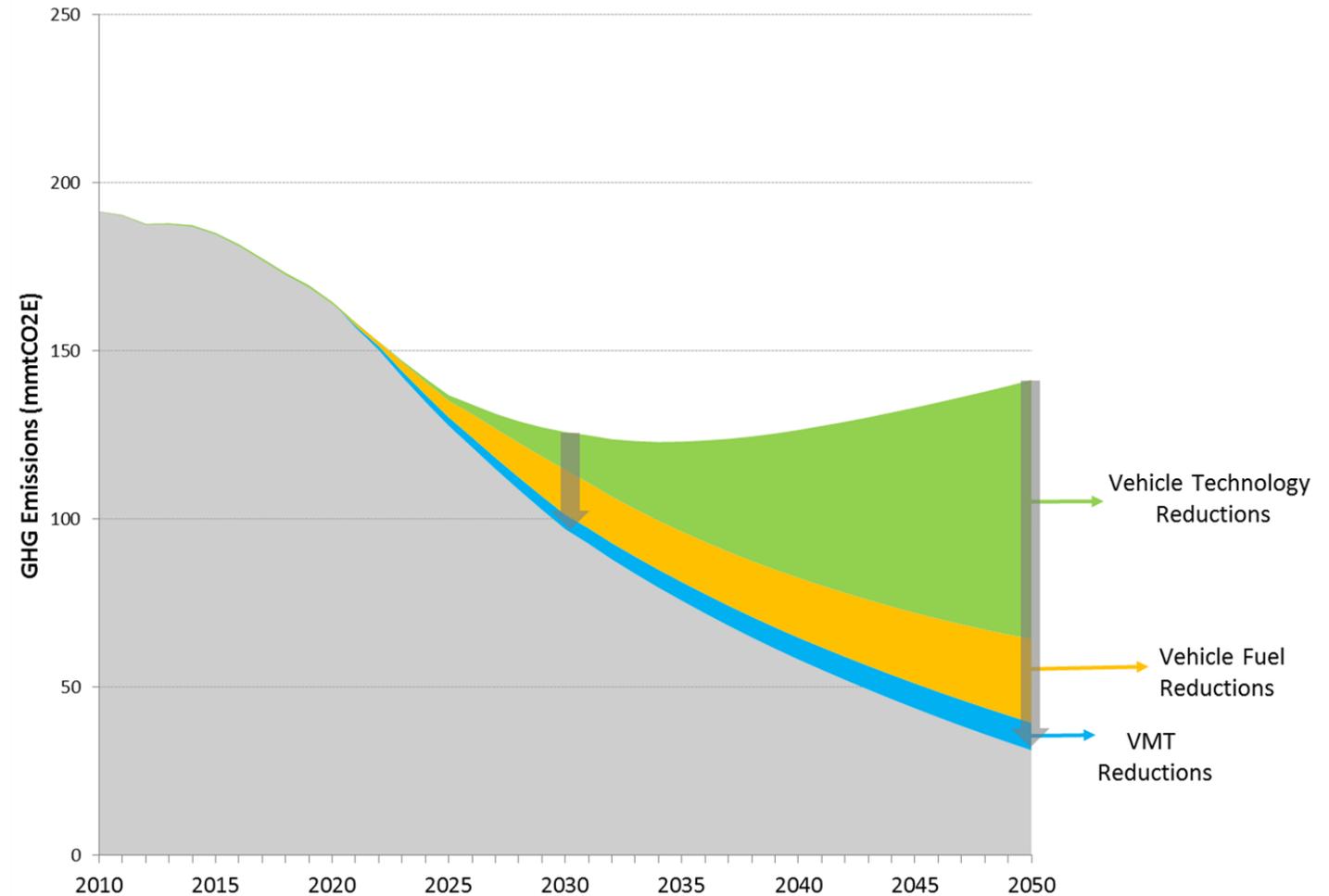
Transportation Sector in California accounts for over 50% of GHG emissions



# 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)



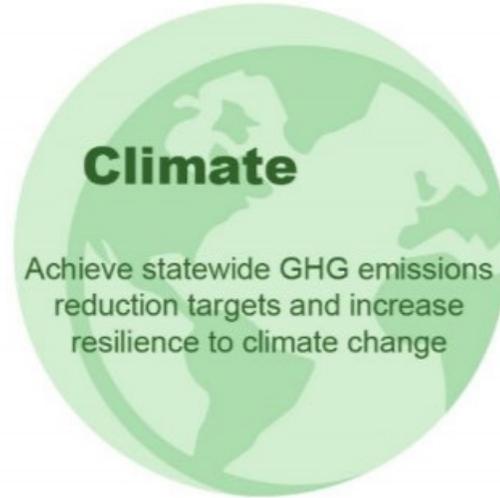
# Governor's Executive Order N-79-20

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

# CAPTI Vision: CTP 2050



**Safety**  
Provide a safe and secure transportation system



**Climate**  
Achieve statewide GHG emissions reduction targets and increase resilience to climate change



**Equity**  
Eliminate transportation burdens for low-income communities, communities of color, people with disabilities, and other disadvantaged groups



**Accessibility**  
Improve multimodal mobility and access to destinations for all users



**Quality of Life & Public Health**  
Enable vibrant, healthy communities



**Economy**  
Support a vibrant, resilient economy



**Environment**  
Enhance environmental health and reduce negative transportation impacts



**Infrastructure**  
Maintain a high-quality, resilient transportation system

# Creating CAPTI: An Overview

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# 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
- 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 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

# 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

- Develop a Climate Risk Assessment Planning Guidance
- Develop an understanding of monetary risks & costs of climate inaction on transportation infrastructure

# Example Action Item Ideas from Stakeholders

## Align state-sponsored transportation projects with Action Plan Investment Framework

- Develop California Strategic Investment Strategy (CSIS) to advance data- and performance-driven approach for Caltrans project nominations in alignment with Investment Framework

# Example Action Item Ideas from Stakeholders

## Create New Mechanisms to Mitigate Increases in Vehicle Miles Travelled (VMT) from Transportation Projects

- Explore the creation of a statewide VMT/GHG mitigation bank to assist with SB 743 implementation and CEQA compliance.
- Explore creating a VMT mitigation set-aside for programs that fund highway capacity projects

# Example Action Item Ideas from Stakeholders

## Support Local and Regional Governments Pursuing Pricing Strategies

- Draft a California Roadway Pricing Report for Equity and Sustainability that outlines legislative and administrative opportunities and barriers to implementation of various roadway pricing applications and equitable outcomes.

# Example Action Item Ideas from Stakeholders

## Champion Coordinated Transit Recovery Response

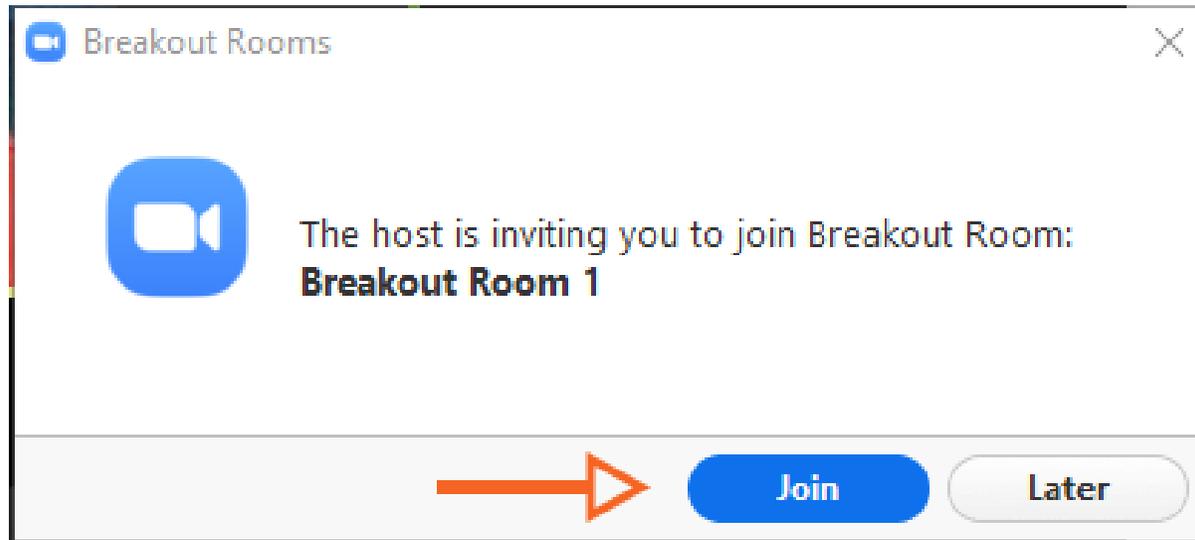
- Convene a statewide California Transit Recovery Task Force to develop coordinated federal funding asks
- Leverage the California Integrated Travel Program (Cal-ITP) to encourage seamless, affordable, accessible transit service as part of recovery efforts.

# Example Action Item Ideas from Stakeholders

## Leverage Existing Interagency Working Groups and Planning Efforts to Focus on Zero-Emission Freight Investments

- Work with local and regional partners to develop list of Zero Emission Freight Projects to be included in the next project list for the California Freight Mobility Plan (CFMP).
- Convene workgroup to deploy new strategies that improve efficiency and reduce carbon intensity of freight, encourage mode shift, as well as address land use issues related to freight uses.

# Break



# Breakout Sessions

Please join your breakout room

# Facilitator Report Out

# Breakout Sessions - Report Out Summary

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# Breakout Session #1 - Discussion on Actions



# Breakout Session #1- Discussion of Actions

**Opening Question:** Given this reality, what actions are most urgently needed to help the transportation sector recover in a way that addresses the state's climate goals?

**Follow-up:** Do you see transportation needs changing in response to the pandemic? If so, how do we address those changes through this action plan?

**Disclaimer:** Responses have been edited to summarize the breakout room discussion.

# Breakout Session #1- Discussion of Actions

- Funding needed!
- Identify funding for climate change vulnerability assessments will be key
- Create flexibility in funding to use funds to address regional priorities
- Consider pricing changes/ funding for transit, roadways, goods, deliveries
- State and feds will need to provide more repurposed funds
- Safety reinforcement necessary for all ages
  - Implement traffic calming and safety measures, especially since more people are walking and biking due to pandemic

# Breakout Session #1 (cont'd)

- Collaboration needed
  - Cities working together on active transportation with guidance from State
  - To create a holistic framework to serve the most vulnerable populations
  - Especially with land use/housing and transportation groups
  - For funding purposes
- Prioritization
  - For services that serve vulnerable populations
  - Provide each operator with maximum flexibility to serves most vulnerable populations
  - Repurpose road space & right-of-way for public transit/active transportation

# Breakout Session #1 (cont'd)

- Need to help transit agencies survive - education to restore user confidence in safety of transit
  - Give operators maximum flexibility
  - Meet needs of most vulnerable populations
  - Consider free or reduced transit fares. Partner with business community
  - Offer incentives for alternative transportation (e-bikes, etc.)
  - Consider different types of agencies, including rural, and long-term impacts on transportation
- Consider how telecommuting can help reduce VMT
  - Must take equity into account
  - Broadband access needs to be considered

# Breakout Session #1 (cont'd)

- Fast tracking projects in the planning phase
- Reevaluate legacy projects (funded projects already in pipeline) for consistency with current needs and climate and equity goals
- Supporting a faster transition of transit and goods movement vehicles
  - Zero emissions vehicles and autonomous electric vehicles
- Urbanized vs non-urbanized connectivity and differences in policy
  - Opportunities for aggressive investment in green infrastructure
  - Micro transit - increased ridership during COVID
  - Building confidence in health/safety of transit.

# Breakout Session #1 (cont'd)

- Consider telecommuting impacts on travel and traffic
  - More travel to recreation areas
  - More people working from vacation areas
  - People working from smaller communities
- Reduce VMT's
  - Relax state funding guidelines for projects that reduce non-work VMT
  - Support alternative modes for Downtown areas to decrease VMT
- Invest in non-motorized transportation infrastructure, walking and biking
- Consider land use practices (housing, employment, etc.) and better integrate into transportation planning

# Breakout Session #2 - Equity Considerations

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# Breakout Session #2 - Equity Considerations

**Opening Question:** Understanding that addressing many equity issues will require long-term systemic change, what are some key implementable near-term actions in transportation planning, programming, or mitigation we can take to reduce negative transportation impacts and increase the voices of low-income communities and BIPOC in transportation decision making and outcomes?

**Follow-up:** Are there specific tools or methodologies that can be developed or strengthened in the action plan to ensure that transportation investments meaningfully benefit and provide affordable transportation access to low-income and BIPOC communities?

**Disclaimer:** Responses have been edited to summarize the breakout room discussion.

# Breakout Session #2 - Equity Considerations

- Doing things differently - looking at who we're serving, what we're doing
- Community Engagement
  - Consider how to be intentionally anti-racist in community engagement
  - Complete an analysis of organizations including discussions with staff; be intentional about anti-racism education and discussions
  - Have direct representation from BIPOC and low income from the beginning of the process. Include multilingual engagement
  - Engage with community early in planning process and before projects are funded
  - Provide support for CBOs and in disadvantaged communities
- Prioritize funding for stakeholder engagement to include under-represented communities

# Breakout Session #2 (con't)

- Need flexibility
  - For transit operators to use existing resources to maximize ridership.
  - For services that serve vulnerable populations
  - To shift plans once funding has been secured in response to current community input
  - To create integrated strategies and programs
- Look at funding access and remove barriers- i.e. reimbursement
- Scale transportation funding and projects to different sized communities in both urban and rural regions
- Implement State Rail Plan for increased options of transportation for rural areas

# Breakout Session #2 (con't)

- Move away from a sole focus on farebox recovery
- Look at development
  - Low income communities are being forced out of urban centers
  - With rising prices, people are moving to places that are underserved by transportation
  - Need to accelerate the rate of affordable housing construction to mitigate this issue
  - Guide the development of clean mobility options through community input, local needs assessments, and local context.
- Need integrated strategies for means-based tolling, increased bike lanes, the use of e-bikes, regulatory policies on freight traffic associated with online orders, etc.

# Breakout Session #2 (con't)

- Consider revisiting Cal Enviroscreen:
  - Tends to leave out rural communities due to clean air measure
  - Tends to focus on densely urban areas
- Implement goals to hire people in the communities where the projects are being implemented
- Put a stop to funding projects that are going to have detrimental impacts (health, etc.) to BIPOC communities
- Explain and educate on electrification and VMT reduction - how they work together and are not at odds
- Focus congestion pricing so it can cater to low-income communities

# Breakout Session #2 (con't)

- Define equity
  - Think about what it means for certain populations and communities
  - Rethink the tools we are currently using
  - State can enforce greater collaboration, too many silos
- Workforce development - there is a critical need for investment
  - Provide training programs to shift workforce development paradigm
  - Phase out fossil fuel jobs, ease of transition
  - Turn over the transportation fleet to zero-emissions, only clean vehicles

# Breakout Session #3 - Promoting Low VMT Projects

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# Breakout Session #3 - Promoting Low VMT Projects

**Opening Question:** Given these challenges, what are some ideas for action and collaboration the state can take to encourage further prioritization of low VMT transportation projects and policies?

**Follow-up:** How is this different for rural or less urbanized communities where there might be fewer alternatives to driving? How do we address the promotion of low VMT projects in these areas?

**Disclaimer:** Responses have been edited to summarize the breakout room discussion.

# Breakout Session #3 - Promoting Low VMT Projects

- Explore implementation of mitigation bank on state-wide level
- Provide support for local jurisdictions to implement SB 743
- Consider relaxing CEQA requirements?
- Change project guidelines to prioritize reducing VMT at the state and local levels
- Strengthen requirements and provide incentives for actions defined in plan
- Look at different partnerships; healthcare, seniors, employers, youth, schools-youth for transportation solutions
- Provide alternatives for first and last mile trips and trips close to home

# Breakout Session #3 - (con't)

- Consider user comfort and safety
- Educate on how these large projects benefit low income communities
  - Don't just focus on VMT reduction
  - Note the additional benefits
  - Create a clear story which conveys all the benefits of the project
- Expedite the implementation of streamlining options, technical assistance, and legislation to make funding application processes easier and more accessible
- Ensure safe streets by fixing sidewalk gaps and providing lighting to increase user comfort and safety

# Breakout Session #3 - (con't)

- Delineate targeted funding for low VMT projects to make it easier for local decision makers to plan in advance
- Improve ability for locals and state / regional authorities to collaborate and communicate on projects in real time
- Develop appropriate messaging to clarify why reducing VMT and increasing electrification must take place concurrently
- Shape programs to meet both state criteria and local or regional needs
- Consider Main Streets as Highways in small towns; look at making them multimodal and provide improvements that serve those who live there
- Consider creating a collaborative workbook on highway and main street integration

# Breakout Session #3 - (con't)

- Improve ease of taking rail to replace auto commute, such as between Sacramento and the Bay Area
- Encourage robust public discussion, socializing VMT (and road pricing) as benefit
- Help members of state legislature hear the case
- Change grant eligibility requirements and scoring criteria to make rural projects more competitive, accessible in funding structure
- Require schools to work with local entities on school siting to provide for more efficient transportation options
- Mobilize partnerships across regions and in-between regions
  - Rural areas are being impacted by Covid-19 and transforming travel patterns
- Provide options for new travel patterns
  - More people are enjoying the outdoors and staying in rural places

# Breakout Session #3 - (con't)

- Focus on the current system, then make the system more efficient
- Collaboration is needed to be successful and implement change
- There's a shared responsibility- not just transportation agencies and providers
  - Need support from business investments- incentives to reduce VMT
  - Leverage partnerships with private sector
  - Collaborate with transit agencies
  - Broadband- create partnership base
- Flexible Funding:
  - Allow cities to apply for funds before scope is completely worked out
  - Provide resources at beginning that are responsive to the community to allow for flexible implementation
  - Need funding that is not a road user charge or based on the gas tax

# Climate Action Plan for Transportation Infrastructure

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# Next Steps & Wrap Up

# Next Steps

- Recording of workshop & report-out from breakout sessions will be provided
- Tune in to CTC-CARB-HCD Joint Meeting on November 4<sup>th</sup> for follow-up presentation and discussion
- Information from workshop & Joint Meeting will inform the upcoming draft
- 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