

ClimatePlan

This is a chart that highlights programs within the transportation sector (and beyond) that relate to the Climate Action Plan for Transportation Infrastructure (CAPTI). Shifts in these programs and policies can produce meaningful change for communities -- in terms of connectivity, investments, and quality of life. ClimatePlan's CAPTI workgroup will be focused on creating strategies to advocate for these changes. This is a living document, the workgroup will refine the advocacy points highlighted in the "how to get involved section". The workgroup will also be tracking how agencies are monitoring and reporting CAPTI progress.

ClimatePlan CAPTI Workgroup Chart

Programs / Policies	CAPTI Action and Strategy	Why is it important	How to get Involved
Transportation Programs			
Solutions for Congested Corridors (SCCP)	<ul style="list-style-type: none"> ● <u>S1.1</u>: Prioritize solutions for congested corridors program projects that enable travelers to OPT out of congestion. ● <u>S1.2</u>: Promote Innovative Sustainable Transportation Solutions in SCCP by requiring multimodal corridor plans ● <u>S2.2</u> Identify a long-term strategic funding pathway to realize funding opportunities to realize the state rail funding program. ● <u>S4.4</u>. Refocus CalTrans Corridor planning efforts to prioritize sustainable multimodal investments in key corridors of statewide and regional significance. ● <u>S5.2*</u> CTC will incorporate guidelines developed by CalSTA and OPR on how to evaluate climate risk and include adaptation measures. 	<ul style="list-style-type: none"> ● Funding from these projects needs to go to projects that reduce impacts on low income, and communities of color. The communities who are a part of these corridors have long been burdened by large, dangerous freeway projects (because the traditional solution to congestion is to expand highways). ● Innovative solutions should focus on reducing VMT and could include investment in rail, transit, etc. ● Earlier program cycles for this funding program did not require that the projects must be a part of a multimodal corridor plan. 	<p>Advocacy points</p> <ul style="list-style-type: none"> ● Ensure the scoring criteria for the program reflects solutions that opt out of congestion and community priorities. ● Reduction in VMT ● Highway projects are the lowest priority. <p>Workshops</p> <ul style="list-style-type: none"> ● Stay on the look out for SB 1 workshops. Save the date link. ● The first one is September 28th (1:00 to 4:00)

<p>Trade Corridor Enhancement Program</p>	<ul style="list-style-type: none"> ● <u>1.4</u>: Mainstream Zero Emission Vehicle Infrastructure within the Trade Corridor Enhancement Program. ● <u>S5.2*</u> CTC will incorporate guidelines developed by CalSTA and OPR on how to evaluate climate risk and include adaptation measures. (for all SB 1 projects). 	<ul style="list-style-type: none"> ● This CAPTI strategy calls out the need to prioritize projects that mainstream ZEV infrastructure and work to REDUCE diesel particulates, GHG gas and other pollutants. ● This is vital because diesel particulates are linked with cancer and other health effects like heart disease.¹ ● CTC will also consider allowing projects to include ZEV infrastructure within the project study area if they are adjacent to DAC, low income and BIPOC communities. 	<p>Advocacy points</p> <ul style="list-style-type: none"> ● Ensure the scoring criteria for the program reflects solutions that reduce the negative impacts of GHG on disadvantaged communities. ● Reduction in VMT ● Highway projects are the lowest priority. <p>Workshops</p> <ul style="list-style-type: none"> ● Stay on the look out for SB 1 workshops. Save the date link. ● The first one is Thursday, September 23rd (1:00 to 4:00)
<p>Transit & Intercity Rail Capital Program</p>	<ul style="list-style-type: none"> ● <u>S2.1</u>: Implement the CA integrated Travel project ● <u>S2.2</u> Identify a long-term strategic funding pathway across all funding opportunities to realize the State rail plan. ● <u>S2.3</u>: Accelerate TIRCP cycles to support transit recovery with deployment of ZEV transit/ rail fleets and transit/ rail network ● <u>S5.2*</u> CalSTA will update the TIRCP to include guidelines on how to evaluate climate risk and incorporate climate adaptation measures. 	<ul style="list-style-type: none"> ● The California Integrated travel project will implement contactless payment, benefit eligibility verification, and other services quicker and at a smaller cost to transit providers. Caltrans will also be supporting rural transportation agencies with this implementation. ● The transit and intercity rail program is supposed to modernize California’s intercity commuter and urban rail systems; goals are to significantly reduce VMT and emission of GHG, expand and improve transit services, integrate the rail service system with other rail operations, and improve transit safety. ● CalSTA will collaborate with CARB to develop a new Clean Fleet and Facilities Network improvement project in the TIRCP. 	<ul style="list-style-type: none"> ● This is the link to the schedule of the TIRCP adoption. ● CalSTA will be releasing the final Cycle 5 guidelines soon this Fall. (draft guidelines are linked here but the final comment period is over).

¹ California Air Resources Board. (n.d). “Summary: Diesel Particulate Matter Health Impacts.” CARB. (Web). Retrieved from <https://ww2.arb.ca.gov/resources/summary-diesel-particulate-matter-health-impacts>

<p>State Highway Operations and Protection Program</p>	<ul style="list-style-type: none"> ● <u>S4.3</u> :CalSTA and CalTrans will update the 2023 State Highway System Management plan (which provides a broader vision for the SHOPP investments) to meaningfully advance CAPTI’s framework. ● <u>S5.2</u>: Update the SHOPP guidelines to align with Climate Risk Assessment Planning Guidance (once it has been completed). 	<ul style="list-style-type: none"> ● These funds are to fix and maintain operations of our highways. ● Cars and other vehicles on the state highway system are responsible for 21% of all GHG emissions. (Caltrans, 2020).² 	<p>Advocacy points</p> <ul style="list-style-type: none"> ● Guidelines should: provide a complete streets and climate change reporting standards for final delivery of the project. ● Discourage the addition of auxiliary, slow or two way left turn lanes. ● Criteria should be weighted towards people rather than vehicles.
<p>Highway to Boulevards</p>	<ul style="list-style-type: none"> ● S7.3 Explore a “highway to boulevards” conversion pilot program. 	<ul style="list-style-type: none"> ● This is a new program that would pilot strategies to connect communities that have been divided by highways. ● Caltrans has applied for federal money to create a pilot “Highway to Boulevards program” 	<ul style="list-style-type: none"> ● No actions known yet but advocacy linking this to investment without displacement will be necessary.
<p>Active Transportation Program (\$223 million)</p>	<ul style="list-style-type: none"> ● <u>S2.4</u>: Increase funding to Active Transportation programs (ATP). 	<ul style="list-style-type: none"> ● This program funds projects that increase accessibility and safety for active modes of transportation (ex: biking, walking). At least 25% of funds have to go to disadvantaged communities. ● In 2019, only 9% of ATP projects were able to be funded because funding requests far exceeded funding availability.³ 	<ul style="list-style-type: none"> ● CalSTA will be looking for stakeholder input for best potential funding sources. ● Advocate for shifts in funds dedicated to highways to source the ATP funds.

² CalTrans. (2020). “Caltrans Greenhouse Gas Emissions and Mitigation Report.” *Caltrans*. (Web). Retrieved from: <https://dot.ca.gov>.

³ CTC (2020). “2020 Annual report to the California Legislature: Recommendations and Accomplishments.” *California Transportation Commission*. (Web). Retrieved from: <https://catc.ca.gov/reports-resources/annual-reports>.

<p>Interregional Transportation Improvement Program (ITIP) / Interregional Transportation strategic plan (ITSP)</p>	<ul style="list-style-type: none"> ● <u>S1.3</u> Fastrack new CAPTI projects by adding them to the new ITIP. ● <u>S4.2</u> Align interregional transportation strategic plan investment framework with CAPTI. ● <u>S6.1</u> Explore new mechanisms to mitigate increases from transportation projects. 	<ul style="list-style-type: none"> ● This program is part of the State transportation investment plan (STIP). 2022 STIP guidelines (which guides investment in additional projects if there is additional funds) did not fully integrate CAPTI. We need to ensure that the projects chosen at the ITIP and RTIP level align with CAPTI. ● Projects for the ITIP are nominated by CalTrans, working with other stakeholders. The ITSP includes scoring criteria to guide how CalTrans will prioritize projects. ● The ITIP invests money in transportation projects that connect regions, but also need to balance impacts to communities along interregional routes. ● There needs to be investment that reduces VMT. 	<p><u>Workshops</u></p> <ul style="list-style-type: none"> ● Comments for the ITSP are due September 10th. ● There will be an ITIP hearing for the North and South region before October 15th. ● Caltrans is to identify State highway needs 10/15/21 ● Caltrans will submit the draft ITIP 10/15/2021
<p>Regional Transportation Improvement Program / Regional Transportation Plans (RTP)/Sustainable Community Strategies (SCS)</p>	<ul style="list-style-type: none"> ● <u>S5.4</u> Explore incentivizing land conservation through transportation programs. ● <u>S6.1</u> Explore new mechanisms to mitigate increases in vehicle miles traveled. ● <u>S6.3</u> Develop Interagency framework for project evaluation around advancing sustainable communities. 	<ul style="list-style-type: none"> ● Regional transportation plans (RTP) are frameworks for how regions can grow and invest in transportation infrastructure to facilitate this growth. ● RTIP is a list of transportation projects that are nominated by regional transportation agencies and county transportation agencies for funding (from the STIP). They align with RTPs. ● The California Air Resources Board (CARB) evaluated how regions were reaching GHG reduction targets through their regional transportation planning. This report (aka SB 150 report) finds that regional governments failed to achieve GHG reductions because there have been increases in vehicle miles traveled.⁴ 	<p><u>Workshops</u></p> <ul style="list-style-type: none"> ● Regions will submit their RTIP 12/15/21 ● Ensure that the projects that MPOs submit are aligned with CAPTI.

⁴ California Air Resources Board (2018). "2018 Progress Report: California's Sustainable Communities and Climate Protection Act." *California Air Resources Board*. (Web). Retrieved from ww2.arb.ca.gov.

Caltrans Strategic Investment Strategy and Climate Action Plan	<ul style="list-style-type: none"> ● <u>S4.1</u> Develop and implement the Caltrans Strategic Investment Strategy to align Caltrans project nominations with the CAPTI investment framework. ● <u>S4.5</u> Develop and Implement Caltrans Climate Action Plan. ● <u>S5.1</u> Develop Climate Risk Assessment Planning and Implementation Guidance. 	<ul style="list-style-type: none"> ● In this Climate Action Plan, Caltrans will establish baseline and reduction targets from all sources, including the state highway system, for GHG emission and VMT. ● This baseline and reduction targets can help with holding CTC accountable to decreasing VMT and GHG. ● Caltrans will collaborate with OPR to incorporate climate risk guidance into standard practice for project level applications. 	<ul style="list-style-type: none"> ● No actions yet
California Freight Mobility Plan (CFMP)	<u>S4.6</u> Incorporate Zero Emission Freight Infrastructure needs into the CA Freight Mobility Plan.	<ul style="list-style-type: none"> ● The Freight vehicles, equipment, and infrastructure are responsible for 6% of California’s greenhouse gas emissions, 50% of statewide diesel particulate matter, and 45% of nitrogen oxide emissions (Lamm & Elkind 2018).⁵ ● CAPTI specifically calls out the need to analyze CFMP projects that impact environmental justice communities and mitigate the negative impacts. 	<ul style="list-style-type: none"> ● The Freight mobility plan is now being updated to include guidance for freight investment. ● Be on the lookout for CalTrans’ updates.
Air and Land Use Programs			
Scoping Plan	No specified strategy but CalSTA, CTC, and CalTrans are to work with CARB whenever possible to ensure that there is a reduction in greenhouse gas emissions from the transportation sector.	Transportation is still the largest sector of GHG emissions. (CARB, 2021). ⁶	Advocacy points: <ul style="list-style-type: none"> ● Reduce VMT ● Prioritize investments in DAC. ● Push for multi-agency coordination. Workshops <ul style="list-style-type: none"> ● CARB is hosting workshops for the 2022 Scoping Plan update.

⁵ Lamm, T. and Elkind, E. (2018). “Delivering the Goods: How California Can Create the Sustainable Freight System of the Future.” *UC Berkley: Center for Law, Energy & the Environment*. Retrieved from escholarship.org

⁶ CARB (2021). “CA Greenhouse Gas Emissions for 2000 to 2019: Trends of Emissions and Other Indicators.” *California Air Resources Board*. (Web). Retrieved from ww2.arb.ca.gov/ghg-inventory-data.

<p>Investment without Displacement and Infill policies</p>	<ul style="list-style-type: none"> ● <u>S7.1</u> Leverage transportation investments to incentivize infill housing production ● <u>S7.2</u> Create working groups to explore potential action to address and indirect displacement in transportation programs. 	<p>Transit investment has variable impacts on gentrification and displacement depending on timing of investment socioeconomic variables, and general location. For example, homes close to rail were seen to be positively related to gentrification.⁷ Investment in transit needs to come with anti-displacement measures.</p>	<p>No actions yet but ensure that transportation projects have an anti-displacement component.</p>
<p>Equity Programs</p>			
<p>Establish Transportation Equity and Environmental Justice Advisory Committee(s)</p>	<p><u>S3.1:</u> CalSTA, CalTrans and CTC will coordinate to establish an advisory committee focused on transportation equity and environmental justice issues.</p>	<ul style="list-style-type: none"> ● This committee is intended to amplify the voices of marginalized communities. The committee will review and/or advise on transportation programming and funding. 	<ul style="list-style-type: none"> ● The CTC Equity Roundtable will meet September 16th, 2021.
<p>Equity Index</p>	<p><u>S3.4</u> Caltrans will develop and implement an equity index tool to assist in the evaluation and or/ prioritization of CalTrans projects. This will allow for varying analyses with individual program requirements.</p>	<ul style="list-style-type: none"> ● Metrics will better evaluate the social equity outcomes and benefits of transportation projects. ● Metrics established in this program will be used to evaluate or prioritize transportation projects. 	<p>Caltrans will be releasing the beta equity index soon. Public engagement will begin late 2021.</p>

⁷ Zuk, M., Bierbaum, A.H., Chapple, K., Gorska, K., and Loukaitou-Sideris, A. (2018). "Gentrification, Displacement, and the Role of Public Investment." *Escholarship*. (Web). Retrieved from: https://escholarship.org/content/qt0mh6f3tr/qt0mh6f3tr_noSplash_909a35351116d6cf811e28a719ad7c26.pdf.