California State Transportation Agency (CalSTA):

Draft Climate Action Plan for Transportation Infrastructure (CAPTI)

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Why CAPTI?

California GHG by Sector

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

VMT from transportation has been on the rise for several years.
EO N-19-19 highlights the need for expanding clean transportation options.

EO N-79-20 focused on meeting the State’s ZEV goals.
Governor’s Executive Order N-19-19

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<th>Action</th>
<th>Description</th>
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<tr>
<td>Leverage</td>
<td>Leverage state transportation spending to help meet state climate goals</td>
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<tr>
<td>Align</td>
<td>Align planning and programming with objectives of California Climate Change Scoping Plan</td>
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<td>Reduce</td>
<td>Reduce VMT by directing investments in a way that support infill development, especially housing near jobs</td>
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<td>Reduce</td>
<td>Reduce congestion through innovative strategies that encourage people to shift from cars to other modes of travel</td>
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<td>Fund</td>
<td>Fund infrastructure that encourages transit use, walking, and biking</td>
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<td>Mitigate</td>
<td>Mitigate for any increases in transportation costs incurred on lower income Californians</td>
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California State Agencies play a role in either scoping, recommending, or selecting projects for 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 Operation & Protection Program (SHOPP)
Trade Corridor Enhancement Program (TCEP)
Transit & Intercity Rail Capital Program (TIRCP)
Metro’s Stakeholder Input

- Stakeholder Briefings and Meetings
- Online Survey
- Public Workshop - draft Investment Framework, preliminary ideas for action
10 Guiding Principles to help create a vision for how transportation investments should be prioritized:

1. Strengthening the commitment to social and racial equity by reducing public health and economic harms and maximizing community benefit

2. Making safety improvements to reduce fatalities and severe injuries of all users towards zero

3. Assessing physical climate risk

4. Promoting projects that do not significantly increase passenger vehicle travel

5. Promoting compact infill development while protecting residents and businesses from displacement
10 Guiding Principles to help create a vision for how transportation investments should be prioritized:

6. Developing a zero-emission freight transportation system
7. Protecting natural and working lands
8. Building toward an integrated, statewide rail and transit network
9. Investing in networks of safe and accessible bicycle and pedestrian infrastructure
10. Including investments in light, medium, and heavy-duty zero-emission vehicle (ZEV) infrastructure
Set of **7 Strategies and approximately 30 actions:**

1. Cultivate and accelerate sustainable transportation innovation by leading with state investments
2. Support a robust economic recovery by revitalizing transit, supporting ZEV deployment, and expanding active transportation investments
3. Elevate community voices in how we plan and fund transportation projects
4. Advance state transportation leadership on climate and equity through improved planning & project partnerships
5. Support climate resilience through transportation system improvements and protections for natural and working lands
6. Support local and regional innovation to advance sustainable mobility
7. Strengthen transportation-land use connections
Funding for Transit Rolling Stock

S2.3 - Accelerate TIRCP Cycles to Support Transit Recovery with Deployment of ZEV Transit/Rail Fleets and Transit/Rail Network Improvements
Implementation Strategies and Actions of Interest to LA Metro

Equity

S3.1 - Elevate Community Voices in How We Plan and Fund Transportation Projects

S3.2 - Strengthen and Expand Coordinated, Targeted Technical Assistance on State Transportation Funding Programs

S3.3 - Lift Up and Mainstream Community Engagement Best Practices

S3.4 - Develop and Utilize Equity Index to Assist in Evaluation or Prioritization of Caltrans Projects

S7.2 - Create Working Group to Explore Potential Actions to Address Direct and Indirect Displacement in Transportation Programs
Implementation Strategies and Actions of Interest to LA Metro

Roadway Projects

S1.1 - Prioritize Solutions for Congested Corridors Program (SCCP) Projects that Enable Travelers to Opt Out of Congestion

S6.1 - Explore New Mechanisms to Mitigate Increases in Vehicle Miles Travelled (VMT) from Transportation Projects
Goods Movement

S1.4 - Mainstream Zero-Emission Vehicle Infrastructure within the Trade Corridor Enhancement Program (TCEP)

S4.6 - Incorporate Zero-Emission Freight Infrastructure Needs into the California Freight Mobility Plan (CFMP)
Implementation Strategies and Actions of Interest to LA Metro

Active Transportation

S2.4 - Increase Funding to Active Transportation Program (ATP)
CalSTA’s Upcoming Engagement Opportunities

- **April 8, 2021**: CTC-CARB-HCD Joint Meeting Presentation on Draft Plan
- **April 2021**: Additional workshop(s) for public feedback
- **May 4, 2021**: Deadline for accepting public feedback at CAPTI@calsta.ca.gov
- **June 2021**: Final CAPTI release
- **July 15, 2021**: Submittal of Plan to Governor and Legislature
Questions and Comments