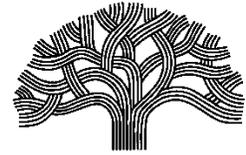


# CITY OF OAKLAND



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May 14, 2021

David Kim, Secretary  
California State Transportation Agency (CalSTA)  
915 Capitol Mall  
Sacramento, CA 95814

**RE: Climate Action Plan for Transportation Infrastructure (CAPTI)  
Support from the City of Oakland**

Dear Secretary Kim,

On behalf of the City of Oakland, I am writing to extend our strong support for the investment framework and accompanying strategies outlined in the draft Climate Action Plan for Transportation Infrastructure (CAPTI). It is refreshing to see the State align infrastructure priorities with its values, and we strongly encourage you to maintain this alignment as you work towards finalizing CAPTI.

Applying decision-making frameworks that prioritize equity, safety and sustainability is a central goal for Oakland. Our aim is to ensure our actions align with creating a sustainable future while maximizing benefits to communities who disproportionately bear the impacts of climate change. In July 2020, the City adopted its Equitable Climate Action Plan (ECAP) along with a carbon neutrality target to formalize Oakland's commitment to achieving a zero-carbon local economy by 2045, as consistent with the State of California's carbon neutrality goal (Executive Order B-55-18). While the City has already implemented a range of policies and programs that have reduced its climate emissions by more than 23 percent since 2005, achieving our carbon neutrality target will require significant monetary, policy, and technology support, amongst other challenges.

Recognizing our shared climate, public health, safety, and social equity goals, the City of Oakland respectfully asks that the following comments are taken into consideration about the draft CAPTI:

- 1. The City of Oakland urges CalSTA to approve the CAPTI investment framework and apply it to future funding decisions promptly** – We are supportive of the proposed CAPTI framework and hope that it is applied to any future funds that the State receives and programs, particularly considering the passage of federal relief funds through the American Rescue Plan.
- 2. The City of Oakland supports an increase in State grant funding for local transportation projects, particularly through the existing Active Transportation Program (ATP)** – Grant sources such as ATP provide critical funds for transportation projects that would otherwise be infeasible for the City to fund and implement. However, access to these grant sources is an increasingly oversubscribed and competitive process; for instance, of the 454 applications for ATP Cycle 5 funding, only 48 projects were awarded. Within the City's Fiscal Year 2019-21 Capital Transportation Budget, grant

funding constituted \$30 million out of the total \$149 million budget (over 20%). The City relies on this funding to deliver transformative transportation projects that support active transportation, provide safe access to mobility, and improve access to transit, housing, and services in high-priority communities.

3. **Please consider allowing cities to inform the development of the equity index and participate in a Transportation Equity and Environmental Justice Advisory Committee** – As previously stated, the City is committed to its climate and transportation goals through an approach that is rooted in justice and guided by an equity framework. As the first city in California to establish a Department of Race and Equity, we are especially excited about the creation of this committee(s), the development of an equity index, and are interested in participating in continued dialogue on how to achieve positive transportation equity and environmental justice outcomes. We have already led similar work at the local level and would like to share lessons learned and align our efforts as much as possible to ensure the greatest collective impact.
4. **The City of Oakland supports a “Highways to Boulevards” Conversion Pilot Program** – Oakland urges CalSTA to pursue this pilot program and to ensure that planning, engagement, and feasibility studies are eligible expenses for these transformative projects that require multiple jurisdictions, complex plans, deep engagement, and multiple financing strategies. There has been ongoing interest from Oakland stakeholders in the conversion of highway(s), such as the Interstate 980, to multi-modal corridors. In response to this, the City of Oakland is interested in working with Caltrans to conduct further community engagement and feasibility studies. We acknowledge that communities were segmented and segregated with the construction of freeways, and we see this funding source as a step toward addressing the long-lasting inequities caused by these past discriminatory government policies and actions. Funding for meaningful engagement and planning must be prioritized in any efforts to convert highways to boulevards.
5. **The City of Oakland strongly supports strategy 4.6: Incorporate Zero-Emission Freight Infrastructure Needs into the California Freight Mobility Plan.** Zero-Emission freight infrastructure has the potential to make a significant impact on air quality in Oakland’s most disadvantaged communities that have been suffering from the impacts of environmental injustices for decades. Meaningful funding to advance this goal is critically needed.

The City of Oakland appreciates the opportunity to comment on this exciting effort. We look forward to the finalization of the CAPTI and the opportunity to stay engaged with future efforts regarding equitable climate strategies.

Sincerely,



Libby Schaaf  
Mayor

cc: Toks Omishakin, Caltrans Director  
Jeanie Ward Waller, Deputy Director of Planning & Modal Programs  
Ellen Greenberg, Deputy Director of Sustainability  
Rachel Carpenter, Chief Safety Officer